NEW MILFORD ROAD SAFETY AUDIT

US Route 7 / US Route 202 (Danbury Road): Veteran's Memorial Bridge to Brookfield Town Line

CTDOT CONNECTICUT DEPARTMENT OF TRANSPORTATION

NEW MILFORD 1707 CONNECTICUT

FHI studio

OCTOBER 2024

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1 Road Safety Audit Program

1.1 Program Background

The Connecticut Department of Transportation (CTDOT) has created a Road Safety Audit (RSA) Program that focuses on improving the state's transportation network for all users. An RSA is a formal safety assessment of the existing roadway at selected locations. It is a qualitative review by an independent team experienced in traffic, pedestrian, and bicycle operations and design that considers the safety of all road users and proactively assesses mitigation measures to improve the safe operation of the facility by reducing the potential crash risk frequency and/or severity.

RSAs are a collaborative effort led by a team of diverse professionals including CTDOT staff, consultants, municipal officials and staff, municipal police, the Local Traffic Authority (LTA), as well as local stakeholders and community leaders. The RSA team is established for each municipality based on the requirements of the individual location. The team assesses and reviews factors that can promote or obstruct safe walking and bicycling routes. These factors include traffic volumes and speeds, topography, roadway geometrics, crash data, roadway inventory (i.e., signage, curbs, bicycle/pedestrian facilities, amenities, safety components), and sidewalks.

Each RSA is conducted using RSA protocols published by the Federal Highway Administration (FHWA). For details on this program, please refer to the CTDOT RSA Program webpage.

Prior to the site visit, area topography, land use characteristics, intersection sight distance concerns, sidewalk locations, parking, and bicycle facilities are examined using available mapping and imagery. The site visit includes a pre-audit meeting, the field audit, and a post-audit meeting immediately following the field audit to discuss the observations and formulate recommendations. This procedure and the summary results are discussed in the following sections.

The summary results section of this report, Chapter 5: Recommendations, includes several recommendations and concepts that can be considered for implementation by the municipality, regional planning organization, and / or CTDOT. While many of these recommendations are less complex and easier to implement, many of the more complex ones will require further analysis to ensure that they are feasible to implement.

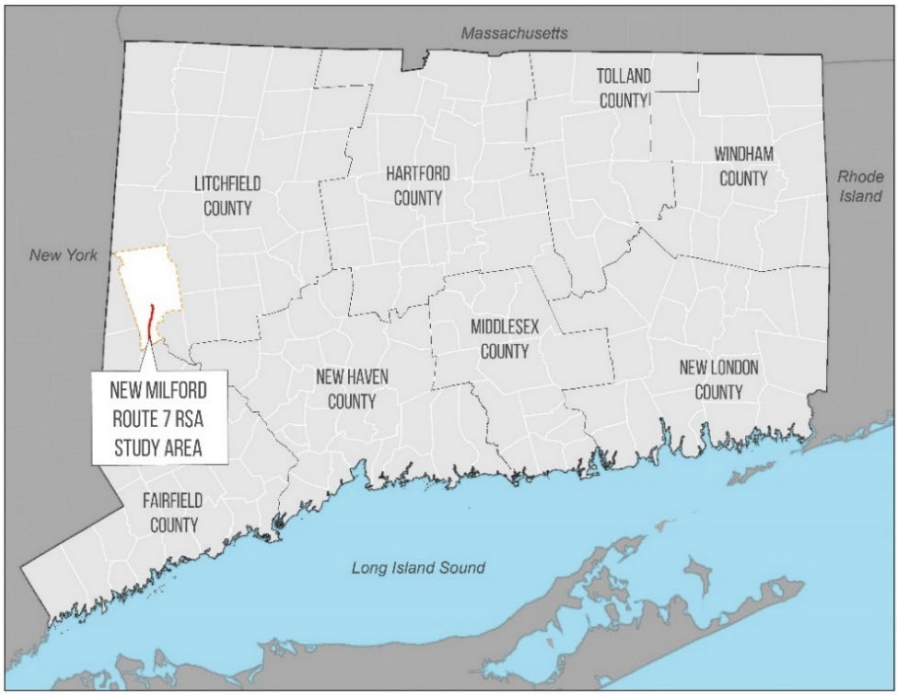
In addition, many of the more complex recommendations will likely be costly and require longer timeframes for further planning, design, and / or right-of-way (ROW) acquisition. This document does not replace future planning, design, and ROW work that may be necessary for project delivery. The more complex recommendations should be the subject of continued conversations amongst the LTA, regional planning organization, and CTDOT on planning, programming, and funding opportunities. Currently there is no dedicated funding available for construction through the RSA Program. The RSA Program webpage not only explains the RSA process but also provides information regarding potential State and Federal funding resources and guidance to help municipalities and their Council of Government (COG) implement RSA recommendations in the Final RSA Report.

1.2 New Milford RSA Study Area and Location

CTDOT sponsored an RSA for the Town of New Milford along US Route 7 / US Route 202. The study area is a four-mile corridor from the Veteran's Memorial Bridge to the Brookfield town line.

Exhibit 1 shows the study area in context to the State of Connecticut, while Exhibit 2 shows the study area in further detail.

Exhibit 1: New Milford RSA Regional Location



The purpose of the RSA is to observe and document existing concerns followed by recommendations for improvements to safety and operations within the study area, paying particular attention to the quality of travel for bicyclists and pedestrians. US Route 7 in New Milford from the Brookfield town line in the south to the Veteran's Bridge at the north is a busy corridor. There are franchise and big box stores, restaurants, gas stations, schools, community centers, childcare, and more. It provides access to residential neighborhoods in the town of New Milford as well. There are considerable pedestrian and bicyclist movements through and around the corridor. HARTransit operates the US Route 7 service along the length of the study area. Bus services experience long headways and have limited facilities for riders. Exhibit 3 displays points of interest located along the corridor.

US Route 7 is a principal arterial. It primarily serves longer trips between major economic/recreational areas with limited access. US Route 7 intersects with other principal arterials, minor arterials, major and minor collectors, and local roads. The study area is unique in that it serves a variety of purposes locally, regionwide, and inter-state, each with its own set of priorities for its users.

Average Annual Daily Traffic (AADT) in the study area ranges between 22,200 and 30,200 vehicles per day, with the highest volumes seen at the Still River Drive intersection. Exhibit 4 displays daily traffic in the study area.

The study area contains a mix of signalized and unsignalized intersections as well as curb cuts and entrances in to and out of property parcels. This RSA focuses around the signalized major intersections where the safety concerns and pedestrian movements are greatest.

Exhibit 2: New Milford RSA Study Area

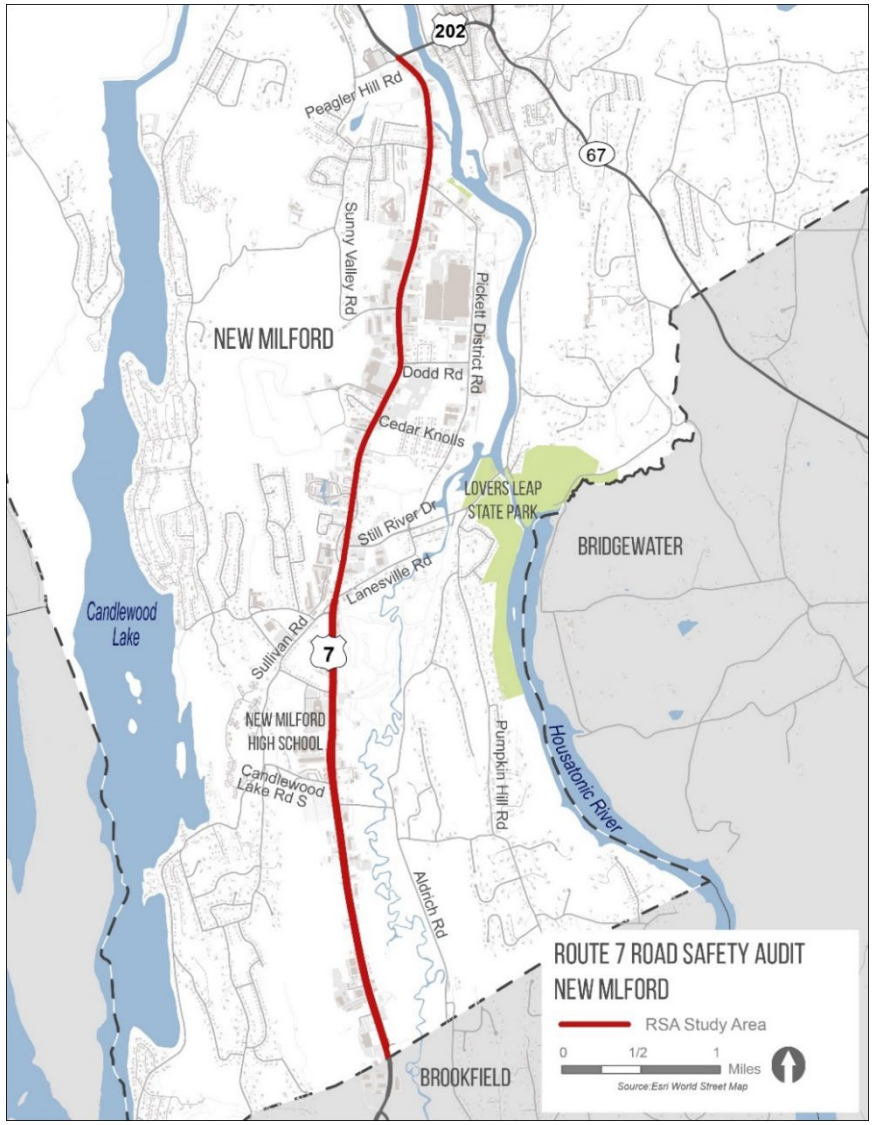


Exhibit 3: Study Area Points of Interest

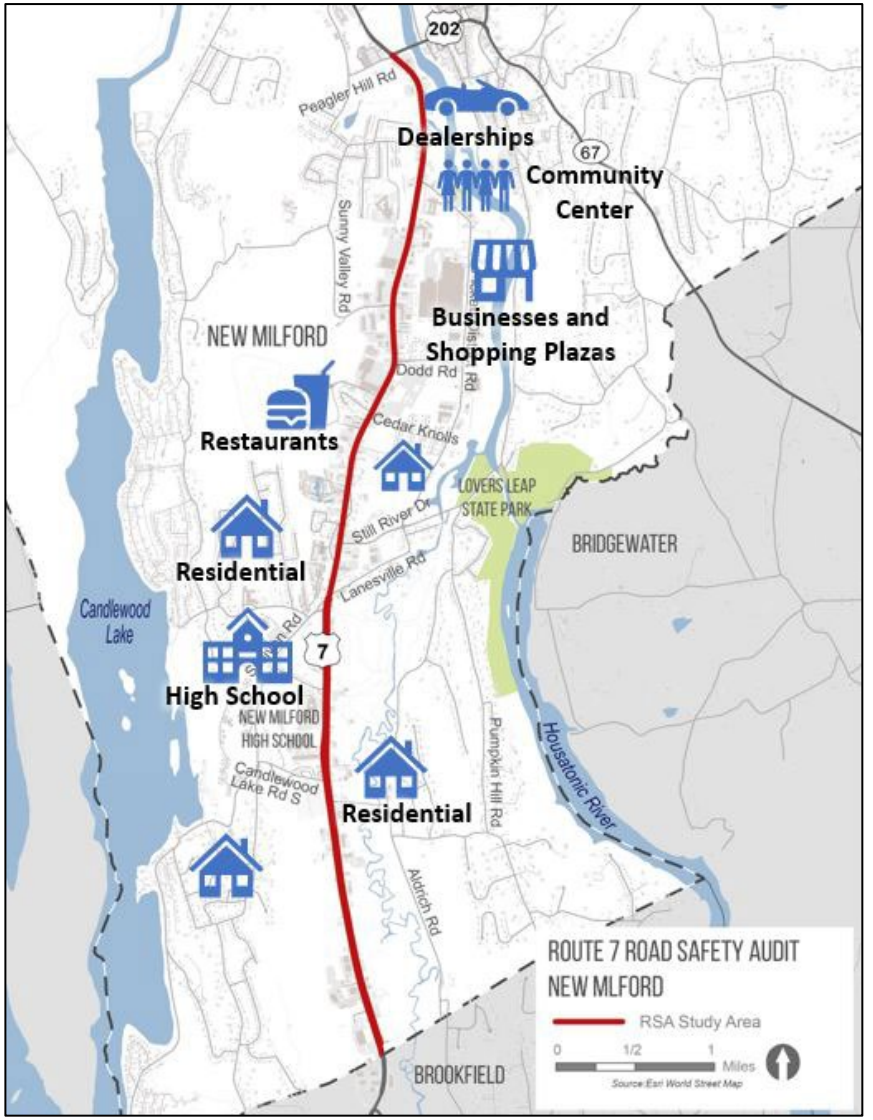
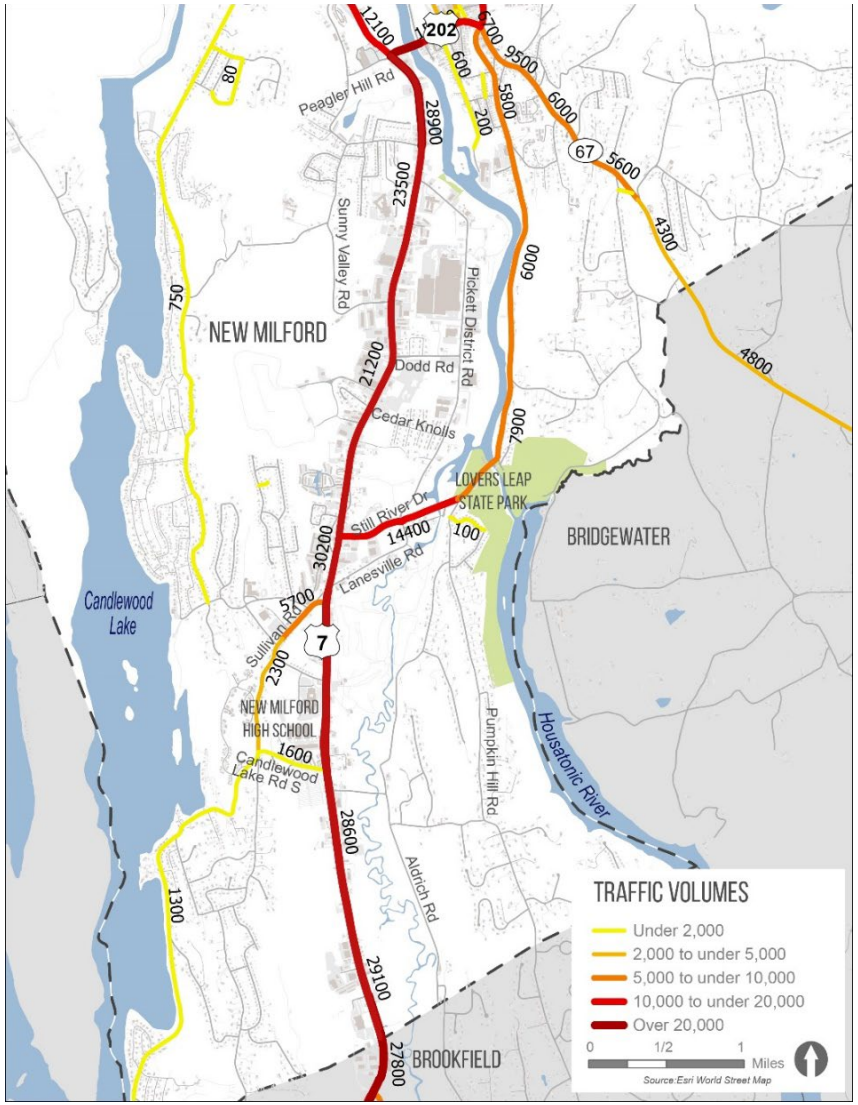


Exhibit 4: Average Annual Daily Traffic Volumes



2 Study Area Considerations

2.1 Economic Growth in New Milford

The US Route 7 corridor through New Milford has seen substantial economic growth and activity in recent years. The expansion of retail is underway and the area is poised for further growth, with the potential for additional development in the future. There is an approved 8-30G project that includes plans for three retail pads alongside 150 apartment units and a storage facility. Once constructed, this development could contribute to more pedestrian and bicyclist traffic in the area. There are other trip generators including restaurants, car dealerships, office buildings, gas stations, and recreational facilities located on US Route 7. New Milford High School is located at the southern end of the US Route 7 corridor. Empty parcels along US Route 7 present the potential for even more activity, traffic, and safety concerns.

2.2 Transit

Transit service is available throughout the US Route 7 corridor. Services include the HARTransit US Route 7, which provides service to Danbury with headways ranging from every half hour to hourly and providing both weekday and Saturday service. HARTransit Loop Route 9 provides nighttime service as well as Sunday and holiday service. Exhibit 5 displays these routes. The New Milford Senior Center provides transportation on a first call, first serve basis. The WHEELS program, run by volunteers, also provides seniors and individuals who are American with Disabilities Act (ADA)-certified transportation to non-emergency medical appointments. Although transit services are available in the corridor, there are limited

transit amenities such as benches, shelters, or lighting in the study area, as displayed in Exhibit 6.

Exhibit 5: HARTransit US Route 7 Route

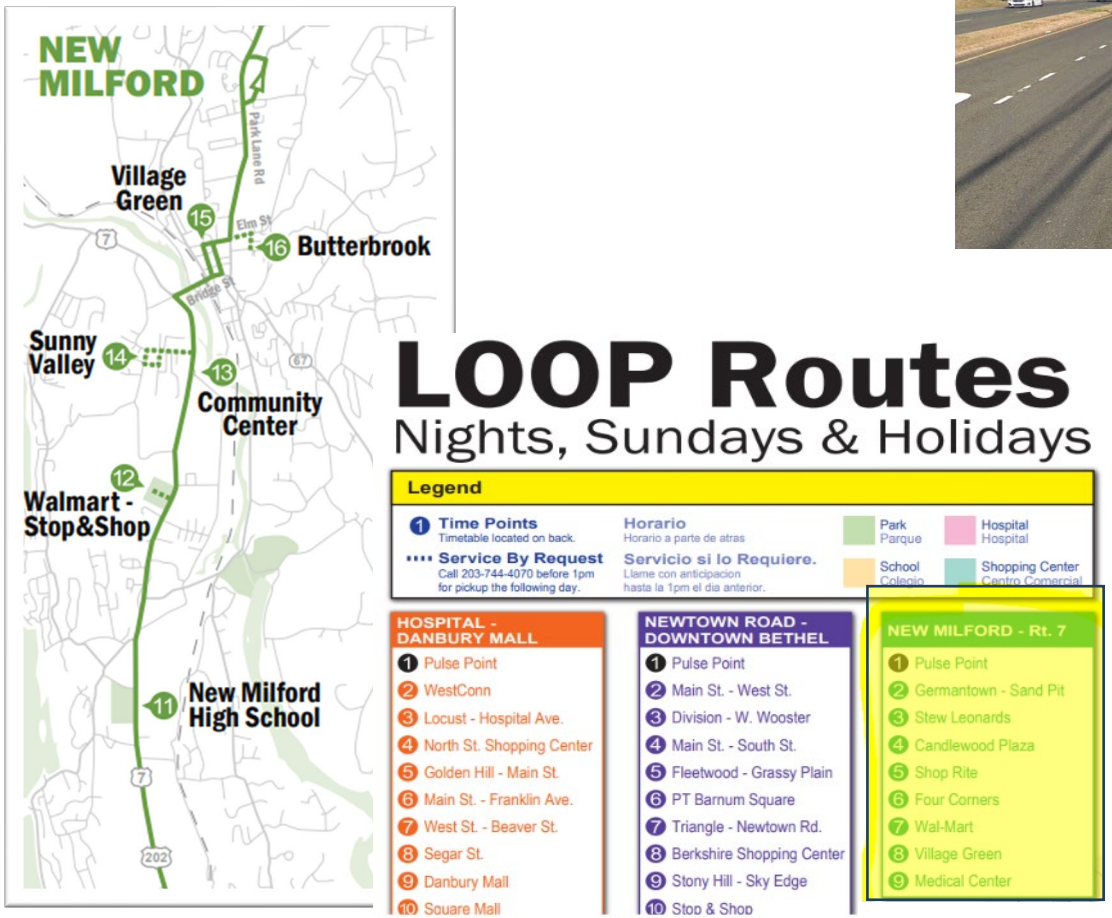


Exhibit 6: Bus Stop Along US Route 7

3 Pre-audit Meeting

3.1 Pre-Audit Information

The RSA team conducted a pre-audit virtual meeting on Tuesday, March 26, 2024. The RSA team presented a brief presentation that included an overview of the New Milford RSA goals and purpose, the study area, and key existing conditions findings. Key themes discussed during the pre-audit meeting are presented below.

Speeds: Speed limits in the study area are 40 miles per hour (MPH) along most of the corridor. From New Milford High School to the Brookfield town line, the speed limit is 45 MPH. South of the New Milford High School, there were over 250 vehicles that were observed to be traveling at speeds above 75 MPH. Exhibit 7 displays speed limits in the study area.

Crashes: Based on data retrieved from the Connecticut Crash Data Repository (CTCDR) for the five-year period between January 2018 through December 2022, there were a total of 772 crashes in the New Milford RSA study area. Crashes were concentrated highest at the intersections of US Route 7 and US Route 202 (Veteran's Memorial Bridge) and US Route 7 and the entrance to New Milford Plaza. An analysis of crash rates per million entering vehicles at each intersection was performed. Exhibit 8 displays the study area crash summary, Exhibit 9 displays the crash rates per million vehicles entering the intersection, and Exhibit 10 displays an overall study area crash heatmap.

Exhibit 7: Study Area Speed Limits

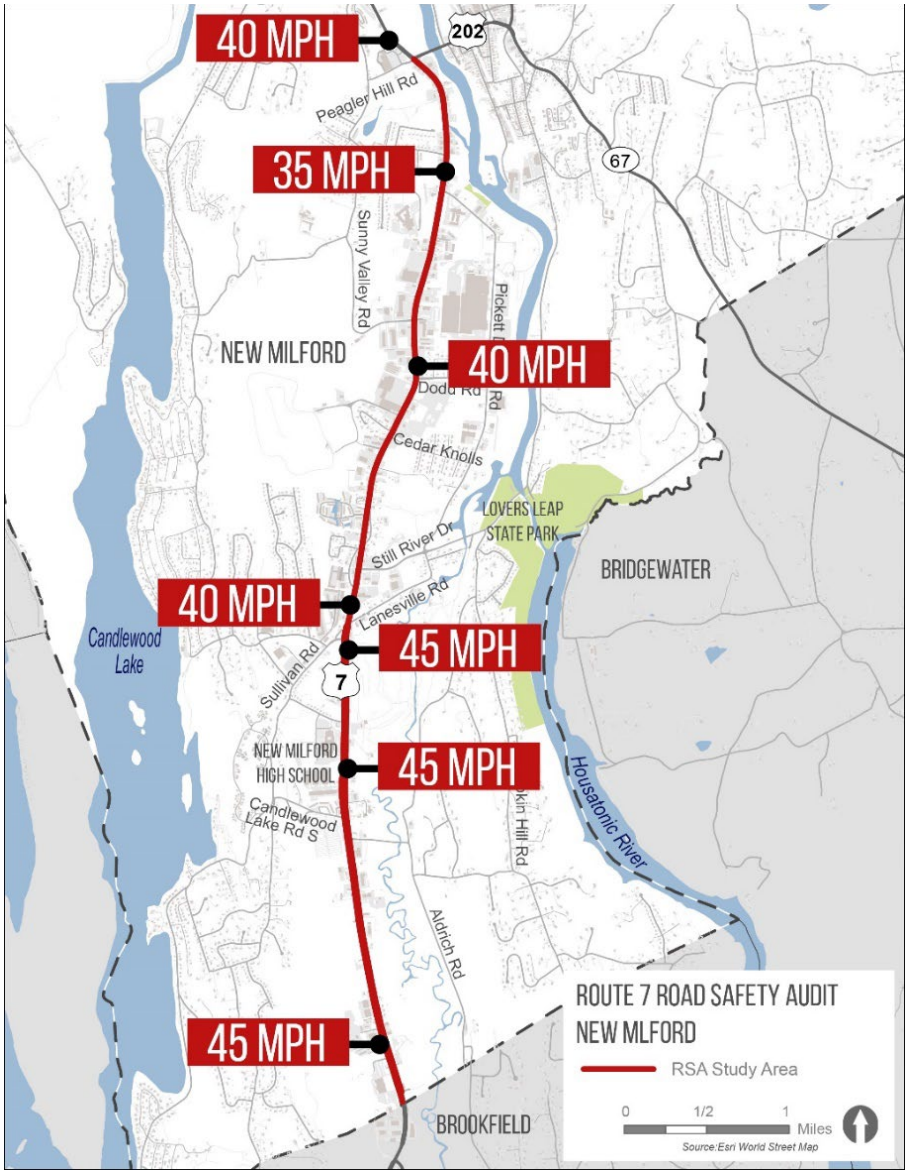


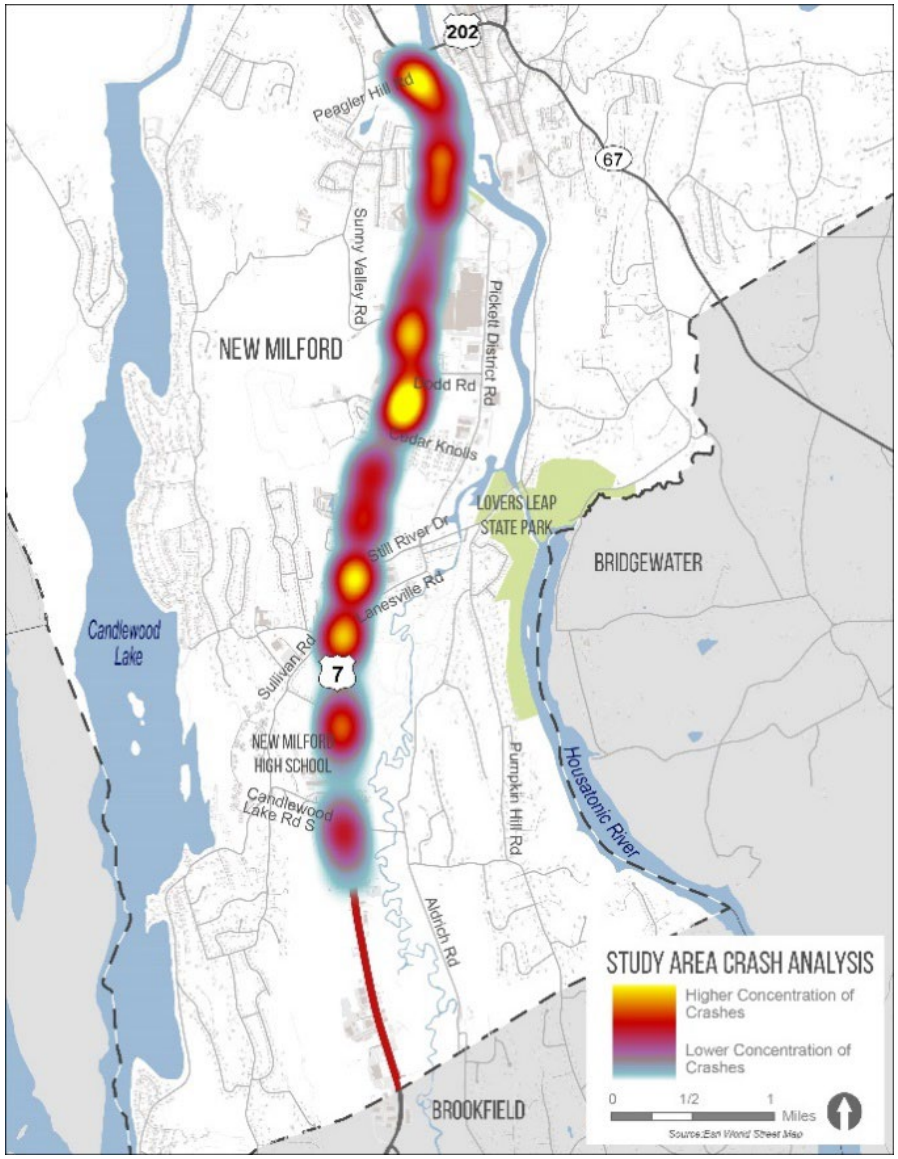
Exhibit 8: Study Area Crash Summary

Year	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2018		1	18	30	123	**172**
2019	1	2	21	29	116	**169**
2020		5	20	14	85	**124**
2021	1	1	26	17	105	**150**
2022	3	3	11	23	117	**157**
TOTAL	**5**	**12**	**96**	**113**	**546**	**772**

Exhibit 9: Study Area Crash Rates per Entering Vehicle Volume

Intersecting Street	Annual Million Entering Vehicles	5 Year Crash Total	Crashes per Milion Entering Vehicles
Bridge St / U.S. 202	12.6	98	1.56
New Milford Plaza	9.6	71	1.48
Sunny Valley Rd (S Int)	8.7	53	1.23
Still River Dr	12.0	54	0.90
Dodd Rd	8.7	36	0.83
Willow Springs	8.7	34	0.79
Sullivan Rd	11.8	45	0.76
Pickett District Rd	9.1	33	0.73
Sunny Valley Rd (N Int)	10.5	37	0.71
Larson Rd	11.4	39	0.69
Home Depot Driveway	8.7	24	0.55
Candlewood Lake Rd S	10.7	22	0.41
Cross Rd	10.4	21	0.40

Exhibit 10: Study Area Crash Heatmap



Crashes by Type: Most crashes were front to rear (rear end) and angle types. Front to rear crashes occur most commonly at intersections where cars are queued to make turning movements. Angle crashes are typical in areas with ingress / egress movements at property entrances. Exhibit 11 and Exhibit 12 display the breakdown and locations of crashes by type in the corridor, respectively.

Crash Severity: Most crashes (546) are classified as "no apparent injury" or "property damage only". Of these, 266 were rear end crashes, which suggests low speed and low impact fender benders. There were 96 minor injury crashes that were caused mostly by angle and rear end crashes. Twelve (12) crashes resulted in serious injury, with angle and rear end incidents as the majority. There were five fatalities, of which four were reported as "not applicable". Not applicable applies typically to non-motorized vehicle crashes, including pedestrians, utility poles, and embankments, for example. Exhibit 13 displays the severity of crashes and their locations.

Crashes by Involved Person: There were eight crashes involving pedestrians between 2018-2022. Of these, three were fatal and two were reported as a serious injury. There was one bicyclist fatality. All the crashes occurred at night or early morning hours with dark conditions.

Exhibit 14 identifies the locations of the pedestrian and bicyclist crashes.

Exhibit 11: Crashes by Type

	Crash Severity					
	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	**TOTAL**
Angle	1	3	32	24	140	200
Front to front		2	2	1	3	8
Front to rear		4	39	68	266	377
Sideswipe, opposite direction			2	3	5	10
Sideswipe, same direction			6	9	92	107
Rear to Side					2	2
Rear to Rear						0
Not Applicable	4	3	14	4	30	55
Unknown					3	3
Other			1	4	5	10
TOTAL	5	12	96	113	546	772
Crashes Involving Pedestrians	3	2	1	1	1	8
Crashes Involving Bicyclists	1					1

Exhibit 12: Crashes by Type

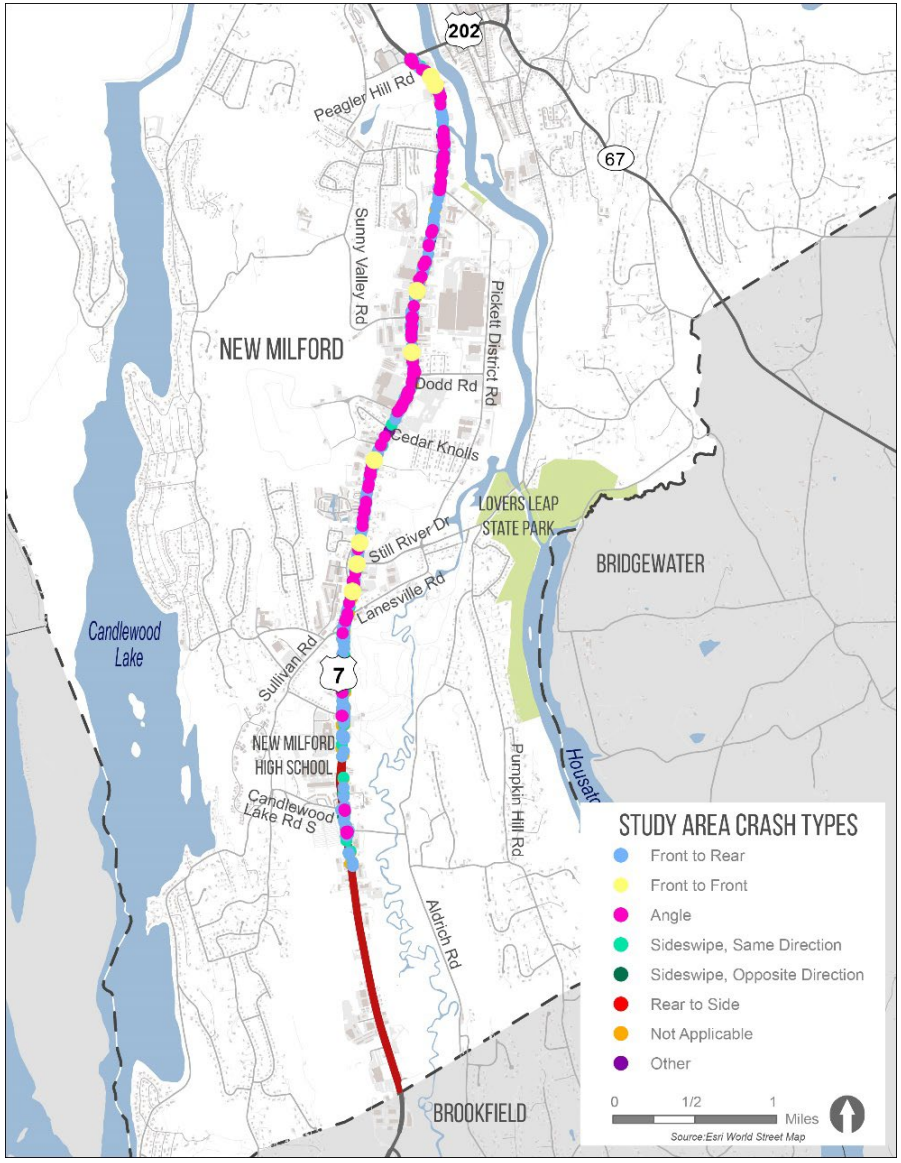


Exhibit 13: Crash Severity by Location

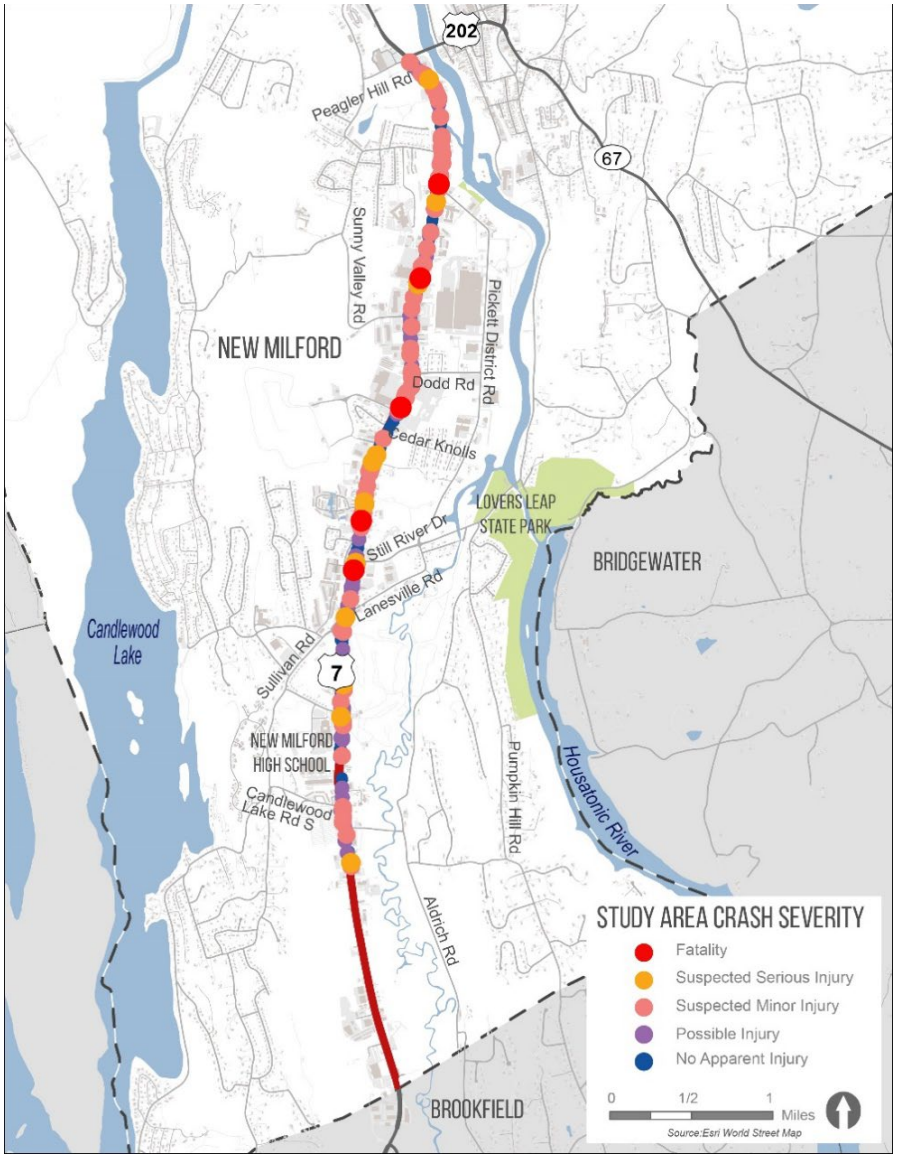
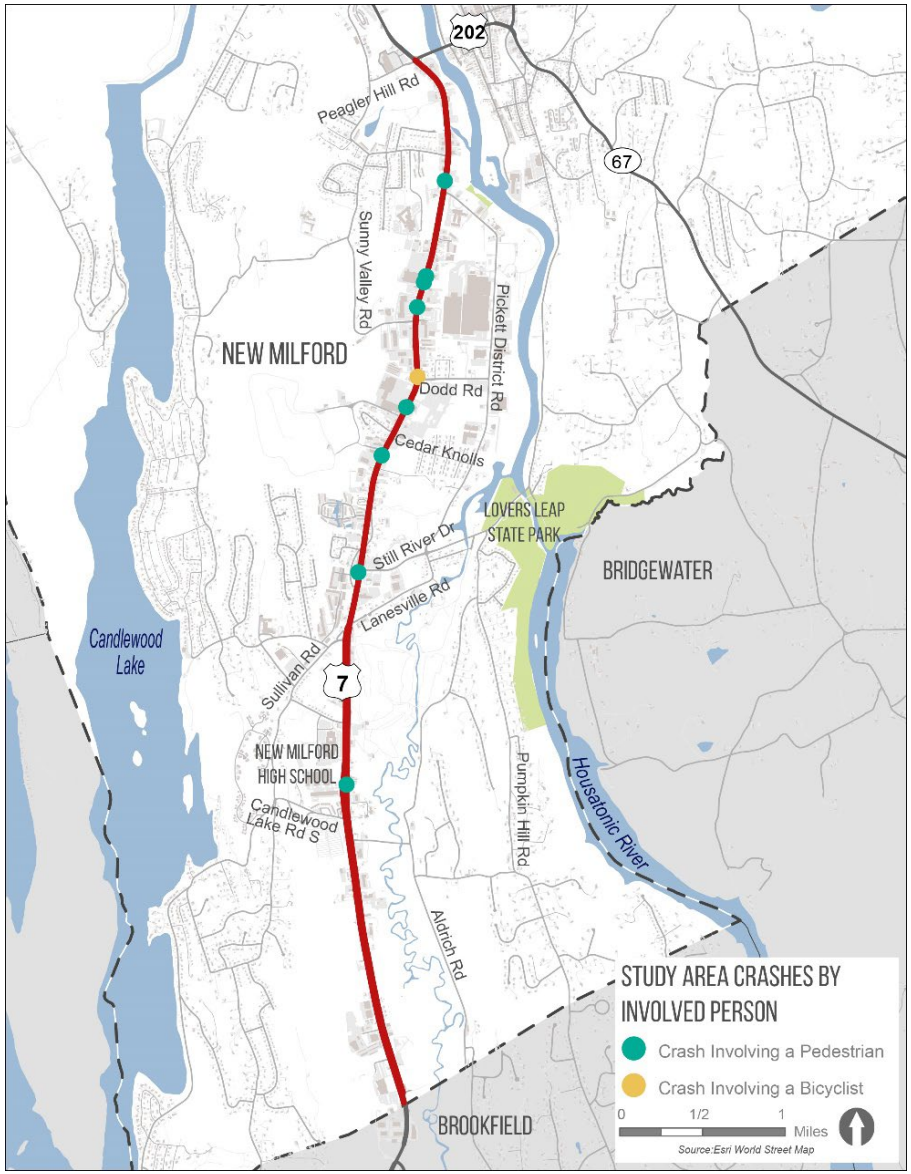


Exhibit 14: Crash by Involved Person



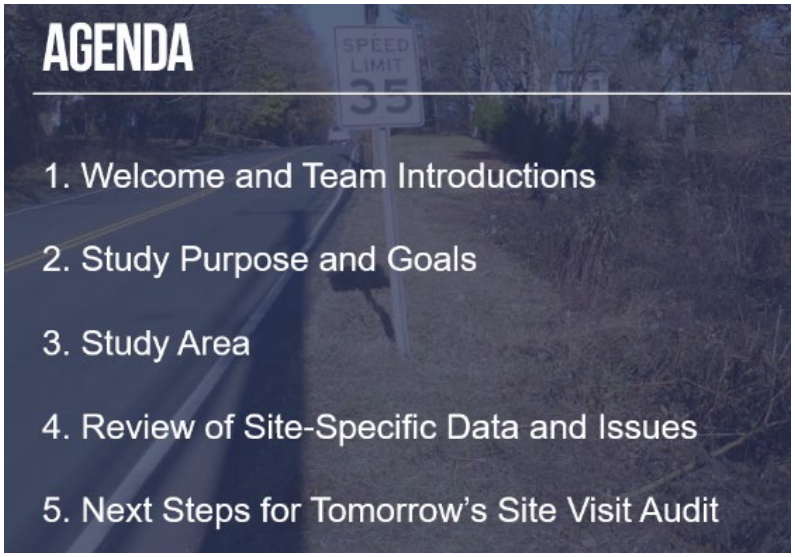
3.2 Pre-Audit Discussion

Immediately following the pre-audit presentation, a discussion followed that highlighted concerns and notes regarding the New Milford RSA study area. Highlights from this discussion are presented below:

- Town officials stated the lack of pedestrian scale lighting and visibility issues especially in the evening.
- Town officials stated that speeding is a problem throughout the corridor.
- Town officials stated concern with the high number of fatalities and would like to make this corridor safer for all users.
- Large traffic volumes and heavy truck traffic create significant noise.
- Transit service is present but amenities for passengers are severely lacking.
- Town officials would like to see better access management that is safer and more efficient for all mode choices.
- There are very few sidewalks, crosswalks, and other pedestrian facilities that encourage walking.
- Town officials stated that high school students are often walking alongside and crossing US Route 7 to get to the businesses in the area.

Sample slides from the pre-audit presentation are shown in Exhibit 15.

Exhibit 15: Sample Slides from Pre-Audit Presentation



4 RSA Assessment

A summary of the team's findings from documenting conditions observed in the field, along with comments by stakeholders from the Town, is presented below. Exhibit 16 shows RSA participants engaging in conversation during the RSA. Discussions were held at each of the noted locations below.

Exhibit 16: RSA participants gather at the freight railroad crossing for a discussion

4.1 US Route 7 at US Route 202 (Veteran's Memorial Bridge)

- Lack of consistent and continuous crosswalk coverage, as shown in Exhibit 17. No sidewalks are present. Pedestrian scale lighting is missing.
- High vehicle speeds, particularly on the southern approach as vehicles attempt to clear the yellow light.
- Median islands are not maintained to encourage their use.
- Many curb cuts in the vicinity to adjacent properties.

Exhibit 17: View north at intersection of US Route 7 and US Route 202

4.2 US Route 7 at Sunny Valley Road

- No bicycle or pedestrian infrastructure is present including sidewalks or crosswalks, as shown in Exhibit 18. Pedestrian scale lighting is missing, and a participant stated that visibility at night is especially challenging here.
- Pedestrian signal push buttons do not have any signage and are thus difficult to locate.
- Transit users have no facilities at bus stops.

Exhibit 18: Intersection of US Route 7 and Sunny Valley Road

4.3 US Route 7 at New Milford Plaza

- Town officials stated that this intersection has high speeds, particularly on the northern approach which is downhill.
- Pedestrian scale lighting is missing, as shown in Exhibit 19.
- There is a narrow sidewalk adjacent to the parking lot on the west side of US Route 7 that is discontinued after the plaza ends.

Exhibit 19: Intersection of US Route 7 and New Milford Plaza

4.4 US Route 7 at Willow Springs Condominiums

- Town staff reported that residents have trouble making left turns out of the driveway on to US Route 7. Exhibit 20 displays the driveway.
- There are high vehicular speeds through this stretch of the corridor.
- There are no bicycle or pedestrian amenities, including sidewalks, crosswalks, and lighting.
- There are several curb cuts to adjacent properties.

Exhibit 20: Entrance to Willow Springs Condominiums

4.5 US Route 7 at Still River Drive

- There are no crosswalks or sidewalks at this intersection despite pedestrian ramps and push buttons at the northbound approach to the intersection, as shown in Exhibit 21. Participants stated that pedestrians do cross the street to access businesses in the area.
- There is a bus stop located at the crest of the hill south of the intersection that has no connectivity to any other pedestrian network.
- Pedestrian scale lighting is missing.

Exhibit 21: Pedestrian Ramp and Push Button Signal

4.6 US Route 7 at New Milford High School

- This area has high speeds due to straight and flat roadway geometry.
- The median likely gives a false sense of security and safety to vulnerable road users.
- There are no crosswalks or sidewalks at the intersection. Pedestrian scale lighting does not provide enough visibility to vulnerable road users. The proximity to New Milford High School results in time-of-day dependent foot and vehicle and school bus traffic in and around the school. Students often walk to the Cumberland Farms on the west side of the road, north of New Milford High School.
- There is a HARTransit stop on the east side of US Route 7, shown in Exhibit 22. The stop lacks transit amenities such as a shelter or bench.
- It is expected that there will be school zone signage installed soon in this area, with a reduction in the speed limit to 35 MPH.

Exhibit 22: Lack of Transit Amenities on US Route 7

5 Recommendations

Based on the findings discussed during the RSA, a series of recommendations for the study area was compiled. These recommendations are organized by study area location. Due to the length of the study area and the existing conditions of the road, the RSA team did not walk through the entire corridor. Instead, the RSA team made several stops at the signalized intersections traveling south from the Veteran's Memorial Bridge to New Milford High School while collecting data / photos and discussing relevant issues. The sections below are not intended to reduce the importance of other aspects of the corridor, but rather to organize the recommendations in a coherent way. Many of the recommendations identified by the RSA team are applicable to any / all intersections or segments of roadway in the study area. A table of recommendations organized by location is presented in Exhibit 23. Exhibits 24 and 25 display concept designs for recommendations in the corridor.

All recommendations for all locations are categorized by their complexity of implementation and are generally categorized as follows.

- Least Complex Recommendations: These recommendations are typically low-cost recommendations such as striping and signage. These recommendations generally do not require extensive engineering or construction costs. More extensive recommendations which have funding previously committed may be included.
- Moderately Complex Recommendations: These are improvements that may require more substantial engineering than those generally included as least complex recommendations. These may require establishment of funding in capital improvement plans, or a dedicated funding item. However, these recommendations fall between the least complex and most complex, requiring some level of design and funding, but typically do not include ROW acquisitions, extensive environmental permitting, etc.
- Most Complex Recommendations: These are improvements that require substantial study and engineering. These recommendations generally require significant funding for implementation and may require several years of planning to budget.

Any work within the State ROW pursued by non-State personnel will require an encroachment permit from the District 4 Permit Office and/or an official request from the LTA.

These recommendations are separate from work recently completed. For example, US Route 7/202 in New Milford has been resurfaced as part of the 2024 Vendor in Place (VIP) resurfacing project, from US 202 (Federal Road) to Windmill Diner Restaurant. In addition, Intersection No. 095-222 (US Route 7/202 (Kent and Danbury Roads) at Route 67 and US Route 202 (Bridge Street) and Peagler Hill Road) recently had accessible pedestrian signal (APS) upgrades in State Project No. 0174-0452. Construction was completed in summer 2024.

This includes APS upgrades, under State Project No. 0174-0476, which are in the planning process at the following locations:

- Signal 095-205 at US Route 7 and US Route 202 Pickett District Road and Church Drive
- Signal 095-225 at US Route 7/202 (Danbury Road) at Home Depot (formerly KMart) and car wash driveways
- Signal 095-227 at US Route 7/202 (Danbury Road) at Sunny Valley Rd (South Junction) & Lore's Plaza Drive
- Signal 095-232 at US Route 7 at Dodd Road

- Signal 095-218US Route 202 at Sullivan Road
- Signal 095-212 at US Route 7 and New Milford Plaza and Litchfield Crossing driveways
- Signal 095-228 at US Route 7 & US Route 202 at Still River Drive

In addition, the intersection of Route 67 / US Route 202 at Middle Street and Railroad Street (traffic Signal No. 095-222 at Traffic Signal No. 095-214) is in the planning stage. The State Project No. 0170-3746 is proposing pavement markings and sign upgrades at highway-railroad grade crossings in vicinity of Districts 3 & 4 to meet the Manual on Uniform Traffic Control Devices (MUTCD). The work would include removal and installation of pavement markings and signs and vegetation trimming for visibility to traffic control devices.

Exhibit 23: US Route 7 Corridor Recommendations

Recommendation	Location						
	General	Veteran's Memorial Bridge	Sunny Valley Rd	New Milford Plaza	Willow Springs	Still River Dr	New Milford High School
Least Complex							
Install pedestrian scale lighting	●						
Review traffic signal warrants					●		
Provide consistent 11' travel lanes, 10' turn lanes, 3' buffers, and 5' bike lanes	●						
Provide bike boxes after stop bars	●						
Clear debris and maintain pedestrian refuge islands		●					
Moderately Complex							
Install signalized crosswalk		●					●
Install crosswalks and sidewalks		●	●			●	●
Install ADA compliant curb ramps and landings		●	●			●	●
Install or program protected only left turn phasing	●						
Install medians with pedestrian refuge islands	●						
Install ADA-compliant landings at bus stops			●				●
Most Complex							
Minor roadway ROW widening	●						
Pursue access management for adjacent property owners		●		●		●	

Exhibit 24: Northern Segment Recommendations

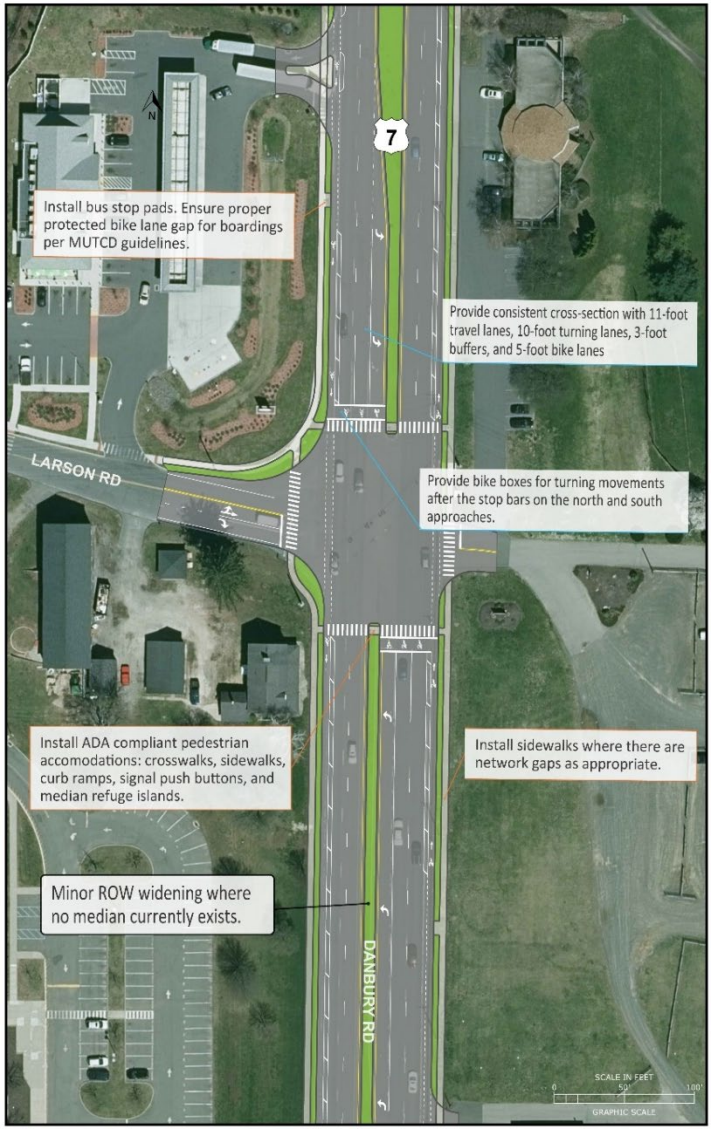
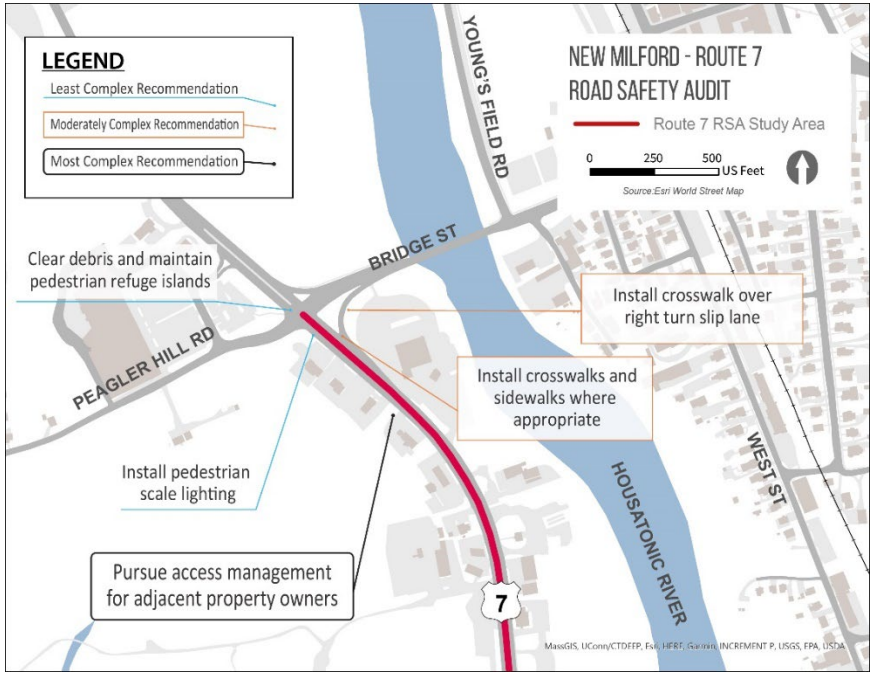


Exhibit 25: Southern Segment Recommendations

5.1 US Route 7 at US Route 202 (Veteran's Memorial Bridge) Intersection

Recommendations for the intersection of US Route 7 and US Route 202 focus on improving safety for vulnerable road users while recognizing this is an important vehicular connection to downtown New Milford. CTDOT has identified this intersection as part of their crosswalk and sidewalk improvement program. Exhibit 26 displays the recommendations for the area.

Exhibit 26: Veteran's Memorial Bridge Recommendations



Least Complex Recommendations

1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
   - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office
2) Clear debris and maintain pedestrian refuge islands to encourage their use.
   - **Next Step**: LTA to contact DOT.TrafficEngineering@ct.gov
3) Provide consistent 11' travel lanes, 10' turning lanes, 3' buffer, and 5' bike lanes where feasible. See Exhibit 24 for concept details.
   - **Next Step:** CTDOT to provide 11-foot travel lanes and 10' turn lanes with the next resurfacing project on State roads
   - **Next Step:** Municipality to pursue 11' travel lanes and 10' turn lanes on Peagler Hill Road
   - **Next Step:** Municipality to pursue 3' buffer and 5' bike lanes via Encroachment Permit through the District permit office where feasible

Moderately Complex Recommendations

1) Install crosswalks, sidewalks, and pedestrian refuge islands on medians where feasible.
   - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
   - **Next Step**: Municipality to check available ROW and roadside area for feasibility

2) Install a signed, painted, uncontrolled crosswalk over the right turn slip lane that provides northbound access to the Veteran's Memorial Bridge.
    - Next Step: LTA to contact DOT.TrafficEngineering@ct.gov

Most Complex Recommendations

1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
    - Next Step: Municipality to initiate and coordinate access management with adjacent property owners
    - Next Step: LA to coordinate with CTDOT Office of State Traffic Administration at DOT.OSTA@ct.gov on need for traffic signal revisions

5.2 US Route 7 at Sunny Valley Road Intersection

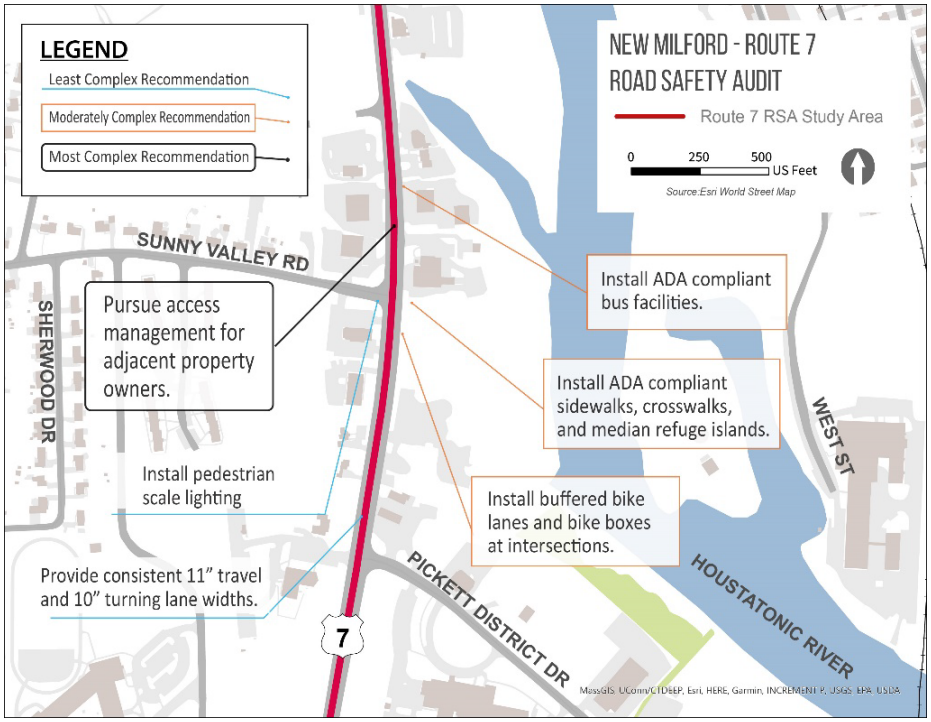
The intersection at Sunny Valley Road has many curb cuts to adjacent properties along US Route 7. There are also no existing bicycle or pedestrian dedicated facilities. The recommendations here are focused on safety improvements for all roadway users and continuity with the remainder of the US Route 7 corridor. Exhibit 27 displays a map with the recommendations.

Least Complex Recommendations

1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - Next Step: Municipality to consider applying for an Encroachment Permit through the District permit office

2) Provide consistent 11' travel lanes, 10' turning lanes, 3' buffer, and 5' bike lanes. See Exhibit 24 for concept details.
    - Next Step: CTDOT to provide 11-foot travel lanes and 10' turn lanes with the next resurfacing project on State roads
    - Next Step: Municipality to pursue 11' travel lanes and 10' turn lanes on Sunny Valley Road
    - Next Step: Municipality to pursue 3' buffer and 5' bike lanes via Encroachment Permit through the District permit office where feasible

Exhibit 27: Sunny Valley Road Recommendations



Moderately Complex Recommendations

1) Install ADA-compliant bus stop pad.
    - **Next Step:** Municipality to contact DOT.BusStops@ct.gov to coordinate with CTDOT to identify bus stop enhancements
    - **Next Step:** Municipality to research available ROW for feasibility
    - **Next Step:** Municipality to research and consider need for Encroachment Permit
2) Install ADA-compliant pedestrian accommodations such as crosswalks, sidewalks, curb ramps, signal push buttons, medians, and pedestrian refuge islands. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step**: Municipality to check available ROW and roadside area for feasibility
    - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office
3) Install buffered bike lanes, and bike boxes at intersections. See concept detail in Exhibit 24.
    - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step**: Municipality to check available ROW and roadside area for feasibility
    - **Next Step**: Municipality to coordinate with CTDOT for feasibility

Most Complex Recommendations

1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
    - **Next Step**: Municipality to initiate and coordinate access management with adjacent property owners
    - **Next Step**: LTA to coordinate with CTDOT Office of State Traffic Administration at DOT.OSTA@ct.gov on need for traffic signal revisions

5.3 US Route 7 at New Milford Plaza Intersection

New Milford Plaza is busy with both through traffic on US Route 7 and turning movements in and out of commercial property parking lots. The recommendations focus on completing missing pedestrian and bicycle accommodations and slowing vehicle speeds. Exhibit 28 displays a map with the recommendations.

Least Complex Recommendations

1) Provide consistent 11′ travel lanes, 10′ turning lanes, 3′ buffer, and 5′ bike lanes. See Exhibit 24 for concept details.
    - **Next Step:** CTDOT to provide 11-foot travel lanes and 10′ turn lanes with the next resurfacing project on State roads

- **Next Step:** Municipality to coordinate with private property owner to pursue 11′ travel lanes and 10′ turn lanes on private drive
- **Next Step:** Municipality to pursue 3′ buffer and 5′ bike lanes via Encroachment Permit through the District permit office where feasible

2) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
   - **Next Step:** Municipality to consider applying for an Encroachment Permit through the District permit office

Moderately Complex Recommendations

1) Install ADA-compliant pedestrian accommodations such as crosswalks, sidewalks, curb ramps, signal push buttons, medians, and pedestrian refuge islands. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
   - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
   - **Next Step**: Municipality to check available ROW and roadside area for feasibility
   - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office

Least Complex Recommendations

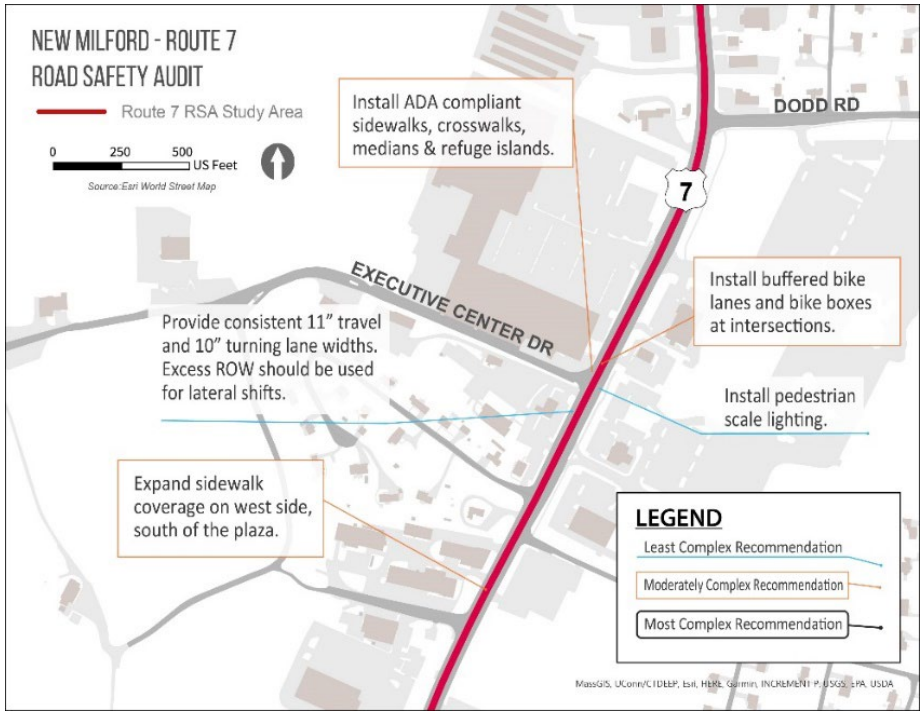
1) Provide consistent 11′ travel lanes, 10′ turning lanes, 3′ buffer, and 5′ bike lanes. See Exhibit 24 for concept details.
   - **Next Step:** CTDOT to provide 11-foot travel lanes and 10′ turn lanes with the next resurfacing project on State roads
   - **Next Step:** Municipality to coordinate with private property owner to pursue 11′ travel lanes and 10′ turn lanes on private drive
   - **Next Step:** Municipality to pursue 3′ buffer and 5′ bike lanes via Encroachment Permit through the District permit office where feasible
2) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
   - **Next Step:** Municipality to consider applying for an Encroachment Permit through the District permit office

Moderately Complex Recommendations

1) Install ADA-compliant pedestrian accommodations such as crosswalks, sidewalks, curb ramps, signal push buttons, medians, and pedestrian refuge islands. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.

- **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
- **Next Step**: Municipality to check available ROW and roadside area for feasibility
- **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office

Exhibit 28: New Milford Plaza Recommendations



2) Expand sidewalk coverage on the west side of US Route 7 south of New Milford Plaza.
   - **Next Step:** Municipality to research available ROW for feasibility
   - **Next Step**: Municipality to research and apply for an Encroachment Permit
3) Install buffered bike lanes and bike boxes at the intersection to the plaza.
   - **Next Step:** Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
   - **Next Step**: Municipality to check available ROW and roadside area for feasibility
   - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office

Most Complex Recommendations

1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
   - **Next Step**: Municipality to initiate and coordinate access management with adjacent property owners
   - **Next Step**: LTA to coordinate with CTDOT Office of State Traffic Administration at DOT.OSTA@ct.gov on need for traffic signal revisions

5.4 US Route 7 at Willow Springs Condominiums

Willow Springs Condominiums were constructed relatively recently. Recommendations at Willow Springs are displayed in Exhibit 29. The most voiced concern was to reassess the need for a traffic signal.

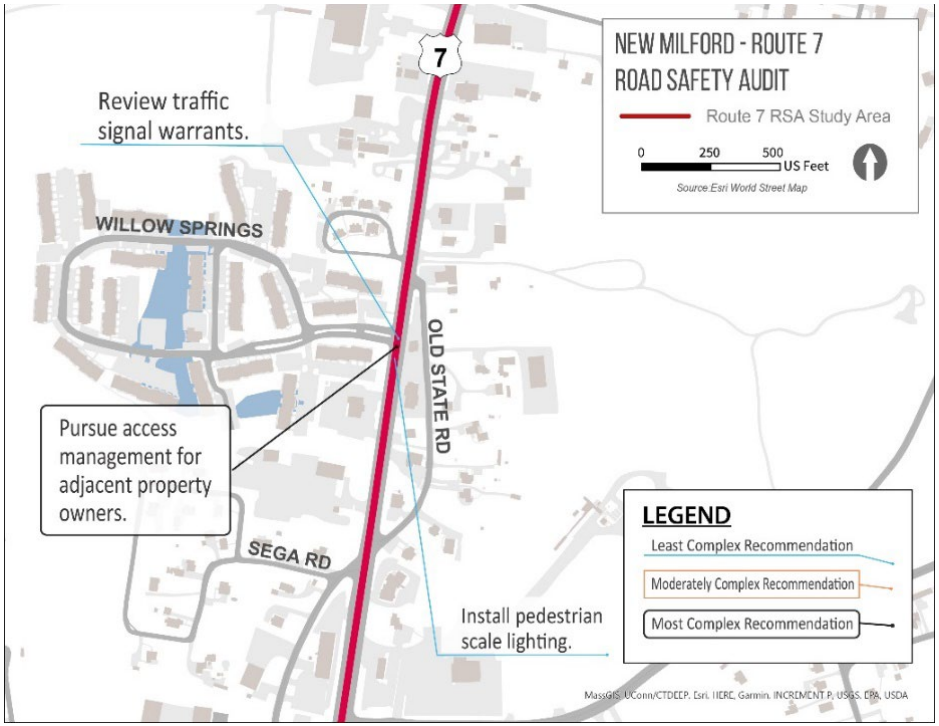
Least Complex Recommendations

1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - **Next Step:** Municipality to consider applying for an Encroachment Permit through the District permit office
2) Provide consistent 11′ travel lanes, 10′ turning lanes, 3′ buffer, and 5′ bike lanes. See Exhibit 24 for concept details.
    - **Next Step: Next Step:** CTDOT to provide 11-foot travel lanes and 10′ turn lanes with the next resurfacing project on State roads
    - **Next Step:** Municipality to coordinate with private property owner to pursue 11′ travel lanes and 10′ turn lanes on private drive
    - **Next Step:** Municipality to pursue 3′ buffer and 5′ bike lanes via Encroachment Permit through the District permit office where feasible

Moderately Complex Recommendations

1) Install ADA-compliant pedestrian accommodations such as crosswalks, sidewalks, curb ramps, signal push buttons, medians, and pedestrian refuge islands. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step**: Municipality to check available ROW and roadside area for feasibility
    - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office

Exhibit 29: Willow Springs Condominiums Recommendations



2) Create a green median to break up travel lanes in support of appropriate lane widths. S
    - **Next Step:** Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step:** Municipality to check available ROW and roadside area for feasibility
    - **Next Step:** Municipality to coordinate with CTDOT for feasibility

Most Complex Recommendations

1) Pursue access management for adjacent property owners to reduce the number of conflicting movements with roadway traffic.
    - **Next Step**: Municipality to initiate and coordinate access management with adjacent property owners
    - **Next Step**: LTA to coordinate with CTDOT Office of State Traffic Administration at DOT.OSTA@ct.gov on need for traffic signal revisions

5.5 US Route 7 at Still River Drive Intersection

US Route 7 and Still River Drive are at the base of a hill with high vehicle volumes and speeds over the crest going north at the approach to the intersection. Recommendations here focus on completing pedestrian accommodations where the ROW allows and implementing more appropriate safety measures as shown in Exhibit 30.

Least Complex Recommendations

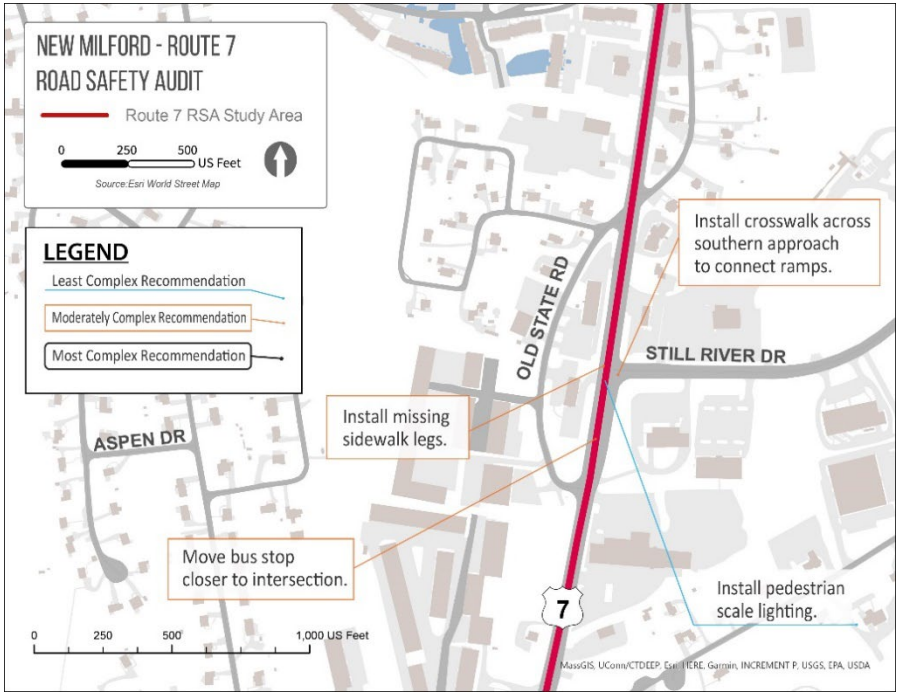
1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - **Next Step:** Municipality to consider applying for an Encroachment Permit through the District permit office

Moderately Complex Recommendations

1) Install appropriate ADA-compliant crosswalk, median, refuge islands, and push buttons across the southern approach to complete connection to curb ramps. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8. See Exhibit for concept details on median island.
    - **Next Step**: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step**: Municipality to check available ROW and roadside area for feasibility
    - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office
2) Install missing sidewalk legs along the western side of US Route 7 and the eastern side north of Still River Drive.
    - **Next Step:** Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources

- **Next Step:** Municipality to check available ROW and roadside area for feasibility

Exhibit 30: Still River Drive Recommendations



3) Move bus stop closer to intersection for better access to crosswalks and other pedestrian facilities. Upgrade ADA-compliance with applicable standards.
    - **Next Step:** Municipality to contact DOT.BusStops@ct.gov to coordinate with CTDOT and discuss potential bus stop enhancements
    - **Next Step:** Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - **Next Step:** Municipality to research available ROW for feasibility
    - **Next Step**: Municipality to consider applying for an Encroachment Permit through the District permit office

5.6 US Route 7 at New Milford High School

New Milford High School is located on a stretch of US Route 7 that is straight and flat with a median that encourages speeding by giving the roadway a highway feeling. Recommendations here focus on completing pedestrian accommodations where the ROW allows and implementing more appropriate safety measures, as shown in Exhibit 31.

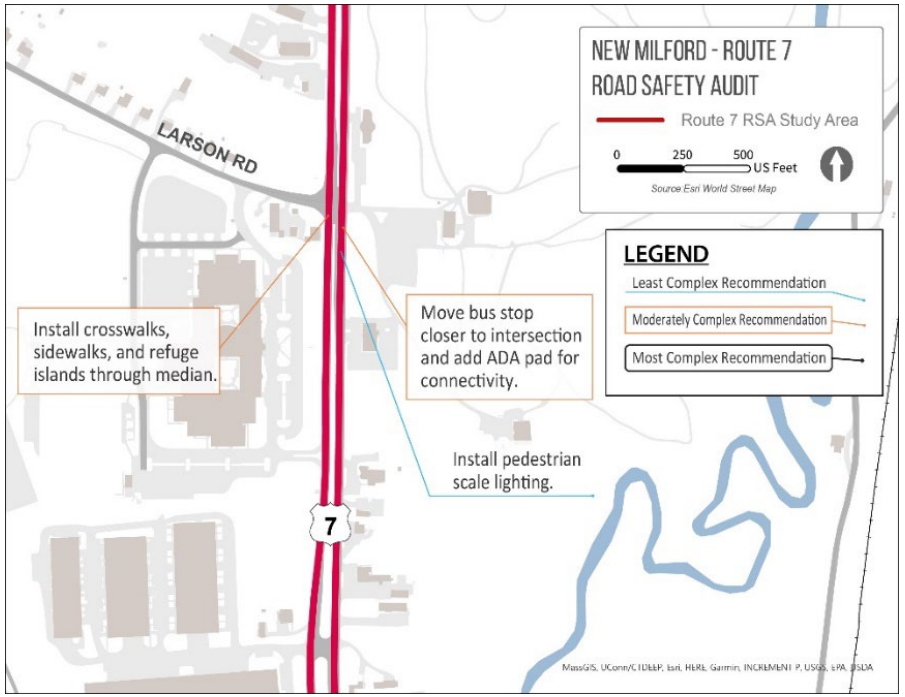
Least Complex Recommendations

1) Install pedestrian scale lighting to increase visibility of vulnerable road users. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8.
    - **Next Step:** Municipality to consider applying for an Encroachment Permit through the District permit office

Moderately Complex Recommendations

1) Install appropriate ADA-compliant crosswalks, sidewalks, refuge islands, and push buttons across the median to complete connection to curb ramps. Note: CTDOT EB-2024-1 requires roadway lighting at all new pedestrian crosswalks across state roads, in conformance with the Engineering & Construction Directive ECD-2023-8. See Exhibit 25 for concept details on median island.
    - Next Step: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - Next Step: Municipality to check available ROW and roadside area for feasibility
    - Next Step: Municipality to consider applying for an Encroachment Permit through the District permit office
2) Move bus stop closer to intersection for better access to crosswalks and other pedestrian facilities. Upgrade ADA-compliance with applicable standards.
    - Next Step: Municipality to contact DOT.BusStops@ct.gov to coordinate with CTDOT and discuss potential bus stop enhancements
    - Next Step: Municipality to contact Western Connecticut Council of Governments Regional Planning Agency for potential funding sources
    - Next Step: Municipality to research available ROW for feasibility
    - Next Step: Municipality to consider applying for an Encroachment Permit through the District permit office

Exhibit 31: New Milford High School Recommendations



6 Summary

This report documents the observations, discussions, and recommendations developed during the completion of the Town of New Milford's RSA. It provides the Town with an outlined strategy to improve the transportation network for all users in the study area, particularly focusing on pedestrians and cyclists. Moving forward, the Town of New Milford and CTDOT may use this report to prepare strategies for funding and implementing the improvements. This report provides New Milford with a toolkit to plan for including these multi-modal recommendations into future development within the study area.

The aforementioned Community Connectivity Program: Road Safety Audit Report is an objective review intended for the municipality use to help assess the existing conditions within a predetermined area of town selected by the municipality. The conclusions of this report are advisory and intended for general planning purposes to help identify bicycle, pedestrian and non-motorized transportation needs that encourage walking and bicycling, as well as assists in developing recommendations to improve the existing conditions. The contents of this report are not intended to be legally binding, but rather offer recommendations to improve safety in the vicinity of the audit location and create a more appealing transportation alternative.

Appendices

A: Pre-Audit Presentation

B: Walk Audit Materials

C. Walk Audit Notes

NEW MILFORD ROAD SAFETY AUDIT

Danbury Rd (Rt. 7/US-202) to Veteran's Memorial Bridge

COMMUNITY connectivity program

FHI studio

MARCH 2024

INTRODUCTIONS

PROJECT TEAM

- Connecticut Department of Transportation (CTDOT) is sponsoring
- Town of New Milford
- FHI Studio is conducting the Road Safety Audit reporting

AGENDA

1. Welcome and Team Introductions
2. Study Purpose and Goals
3. Study Area
4. Review of Site-Specific Data and Issues
5. Next Steps for Tomorrow’s Site Visit Audit

PURPOSE AND GOALS OF THE ROAD SAFETY AUDIT

Safety assessment of existing walking and biking routes

Improve transportation network for all users by making conditions safer and more comfortable for pedestrians and cyclists

Identify the issues that may discourage or prevent walking and bicycling

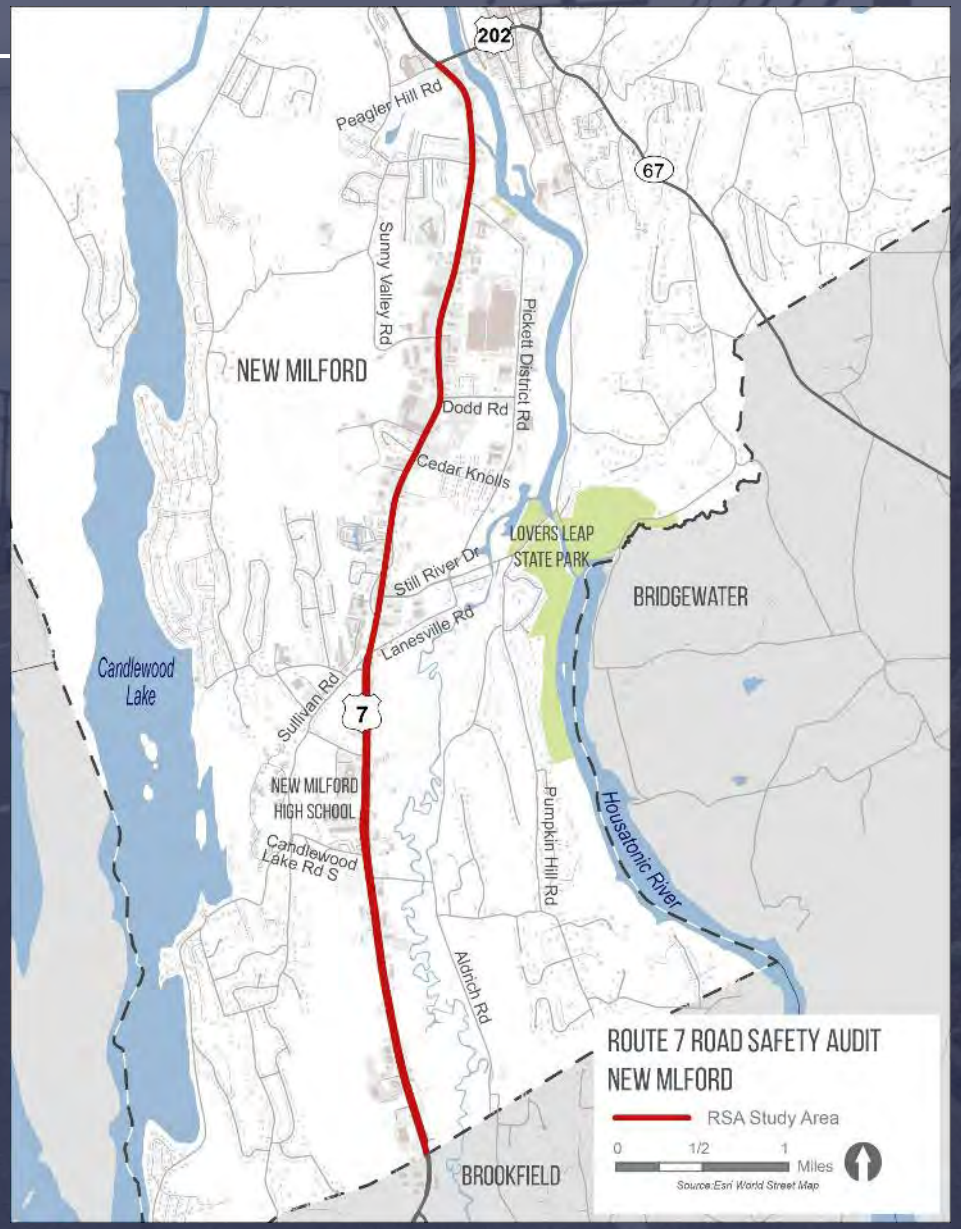
Identify next steps, evaluate feasibility of proposed improvements, and potential funding sources.

DELIVERABLES

- Existing Conditions Data Collection
- Pre-Audit Meeting
- Field Audit
- Post Audit Meeting
- Road Safety Audit Report

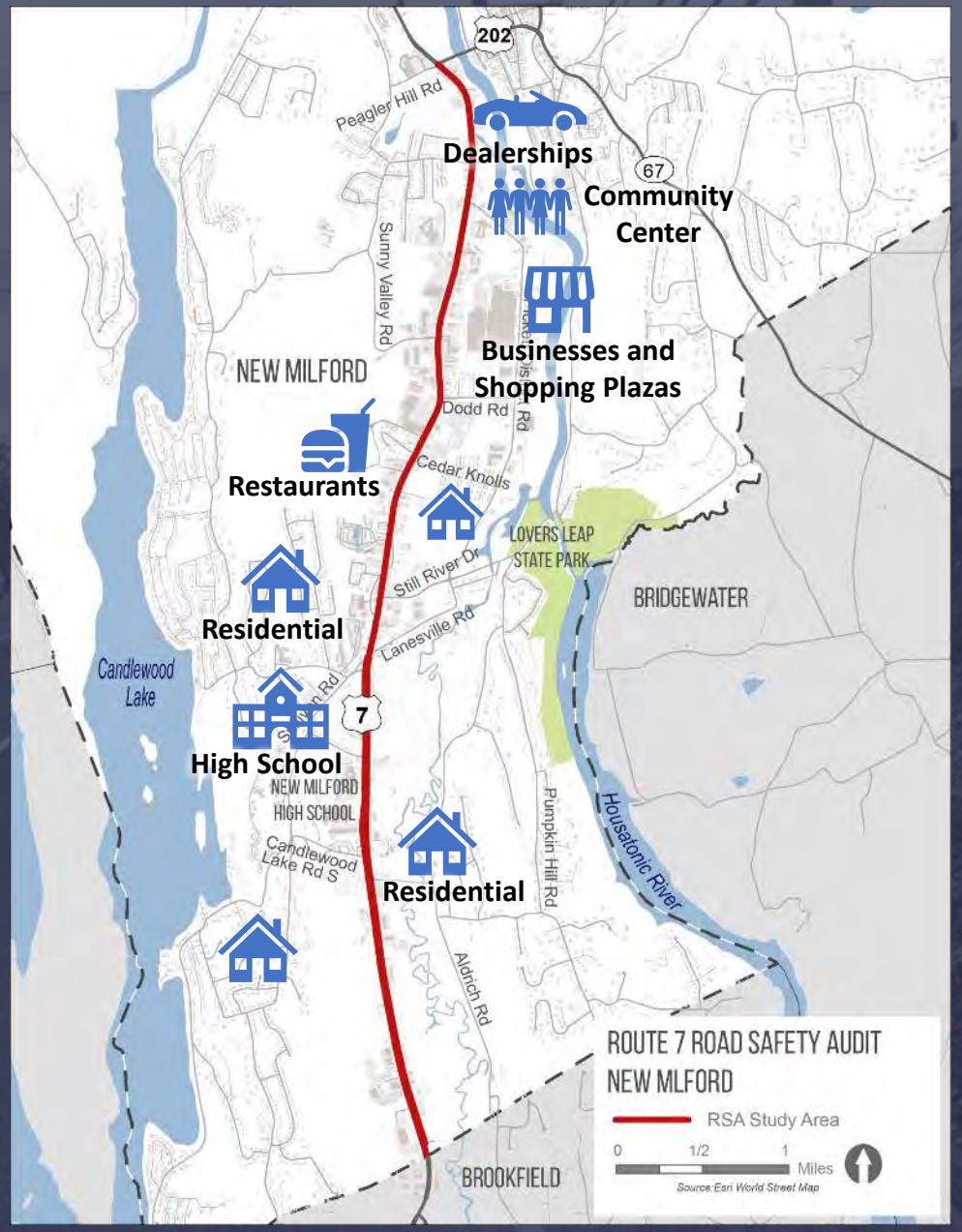
STUDY AREA

- 507 Danbury Rd (Rt. 7/US-202) to Veteran's Memorial Bridge
- 4-mile busy corridor with many features



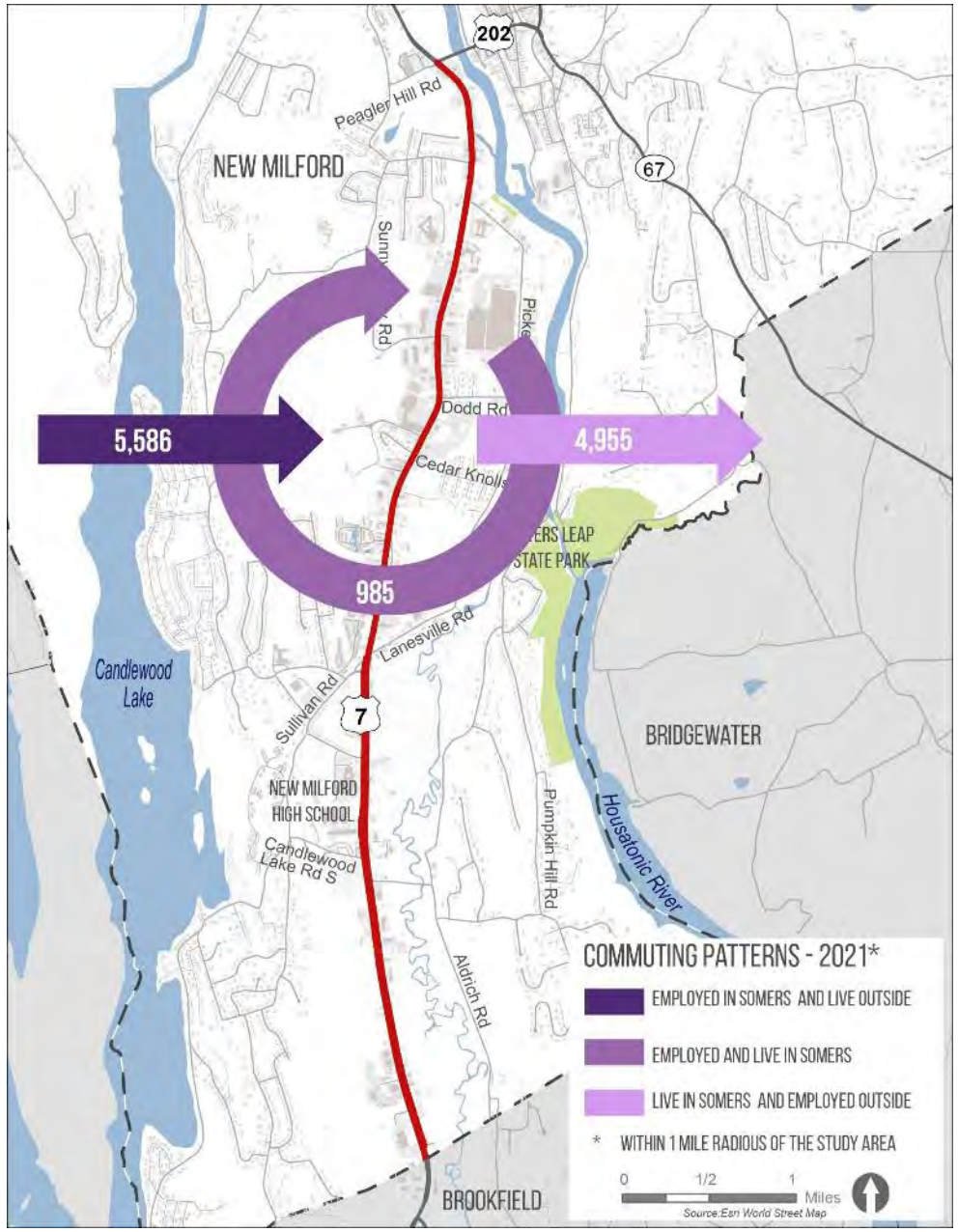
POINTS OF INTEREST

- Businesses – chain and big box
- Restaurants
- Childcare
- Gas Stations
- Schools
- Community Center
- Access to Neighborhoods



EMPLOYMENT AND COMMUTER PATTERNS

- Greater share of people commuting into the Route 7 Study Area (1 Mile Radius)
- Data does not capture the number of commuters who use Route 7 to get to points north and south

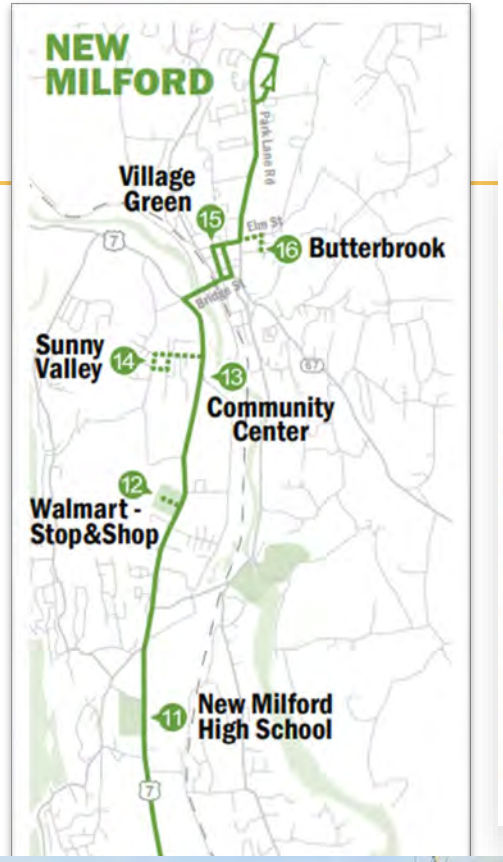


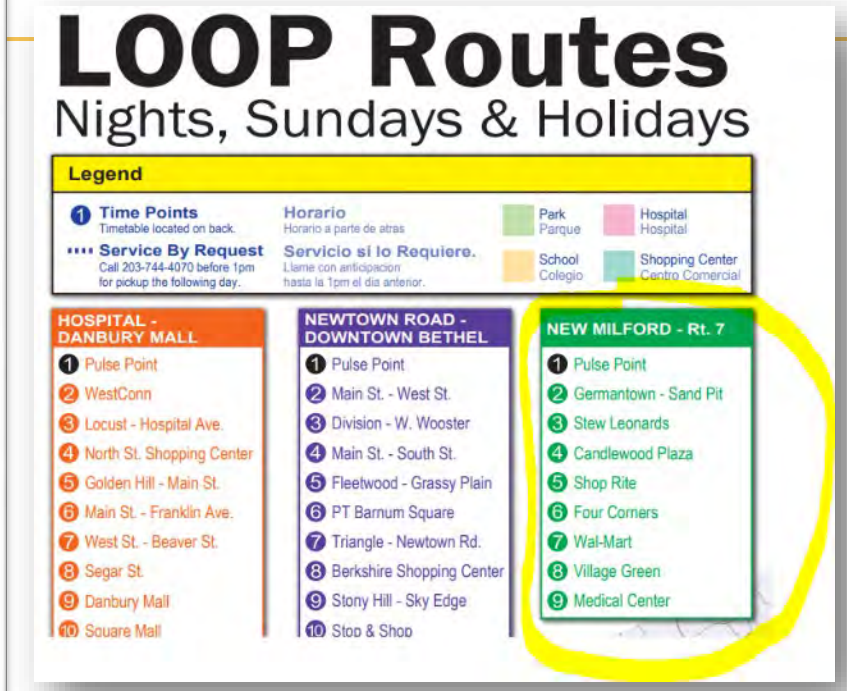
PROJECTS IN THIS LOCATION

- Expansion of Retail
- 189 Danbury Rd – 13 Acre parcel
- Approved 8-30G Project
- 3 Retail pads and 150 apartment units
- Storage Facility
- Area could see additional growth

TRANSIT

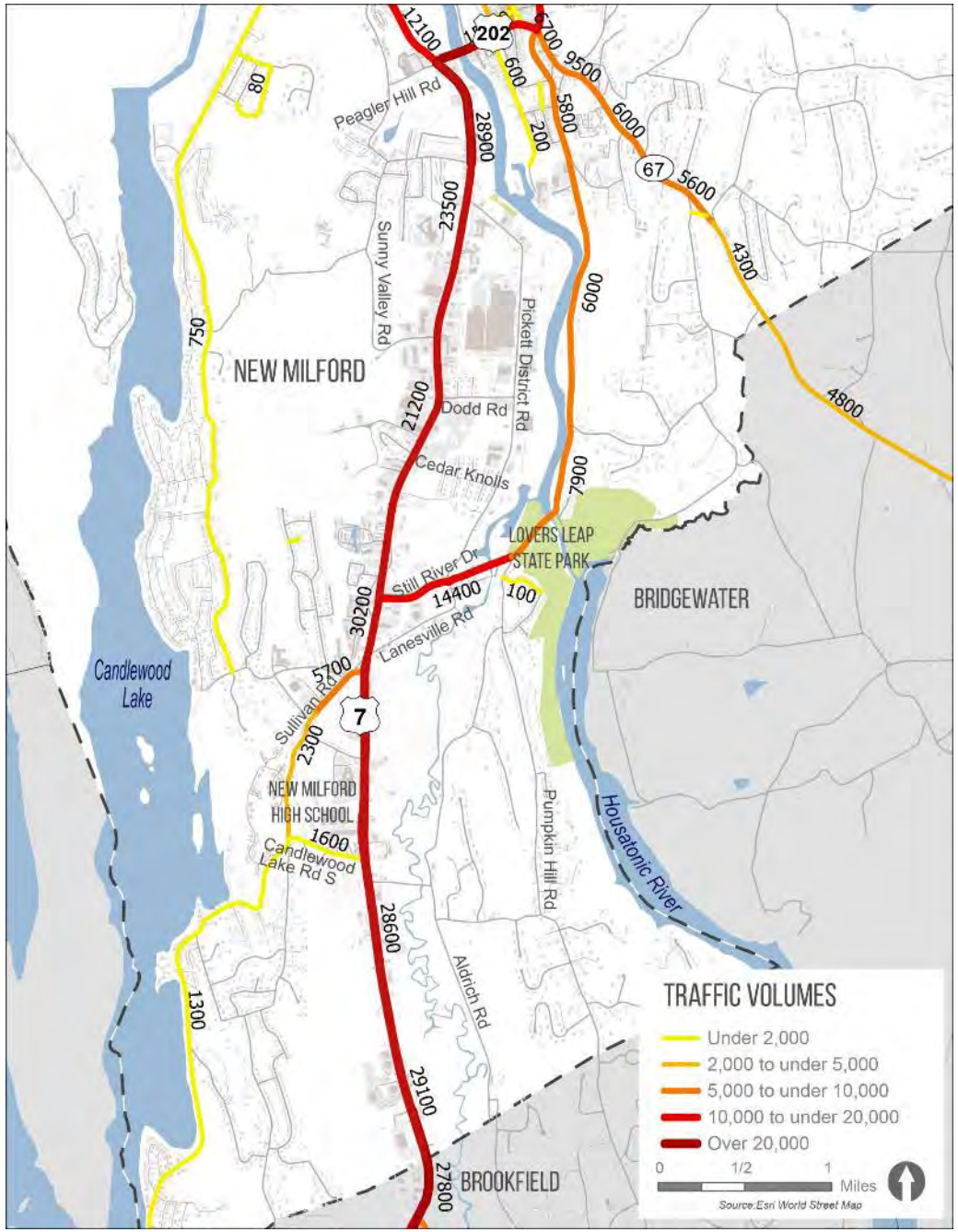
- HART Transit RT 7 - Service to Danbury
  - Headways range from approximately every half hour to hourly with weekday and Saturday service
- HART Transit Loop RT 9 – Service on nights, Sundays, and Holidays
- Senior Center transportation and WHEELS Ride share
- Limited transit amenities





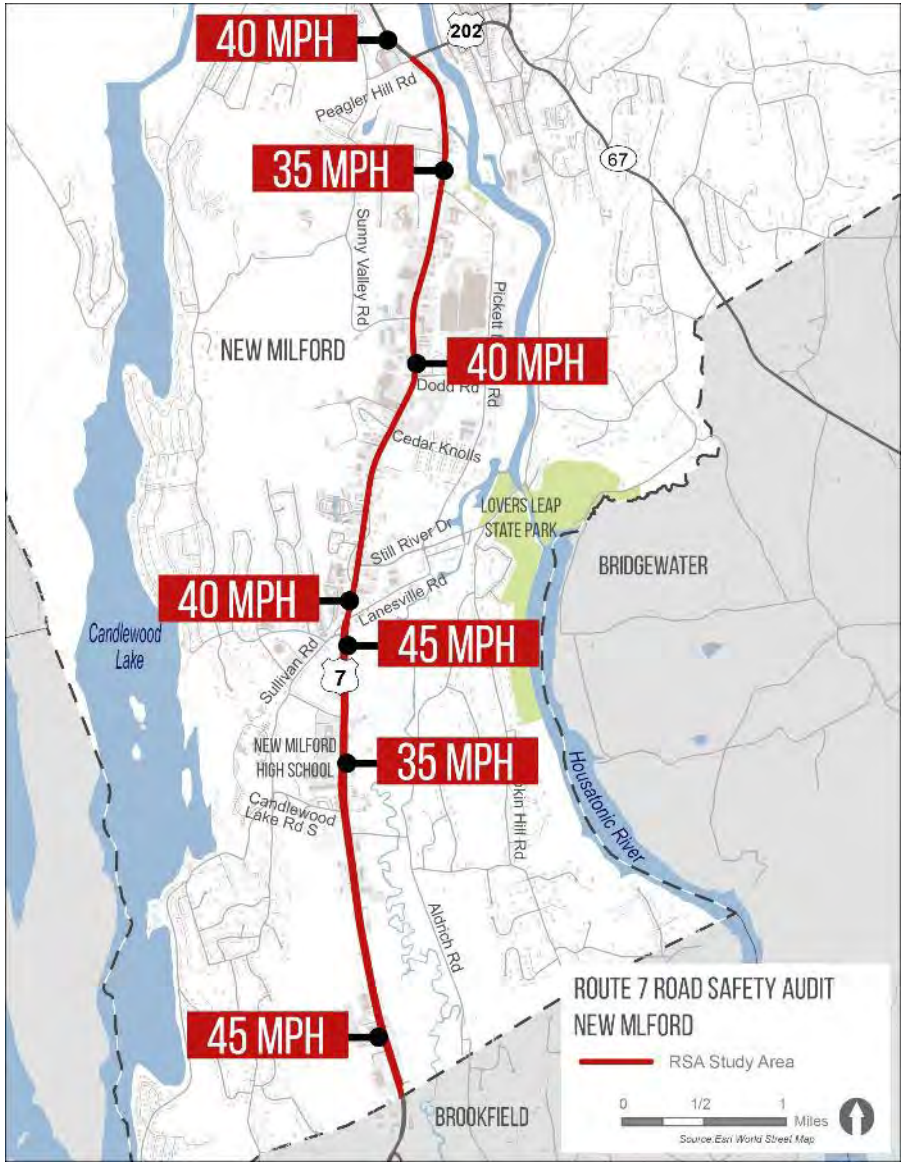
TRAFFIC VOLUMES

- Highest traffic volumes located along Route 7
- At Still River Drive volumes above 30,000 – 2023 counts



TRAFFIC SPEED LIMITS

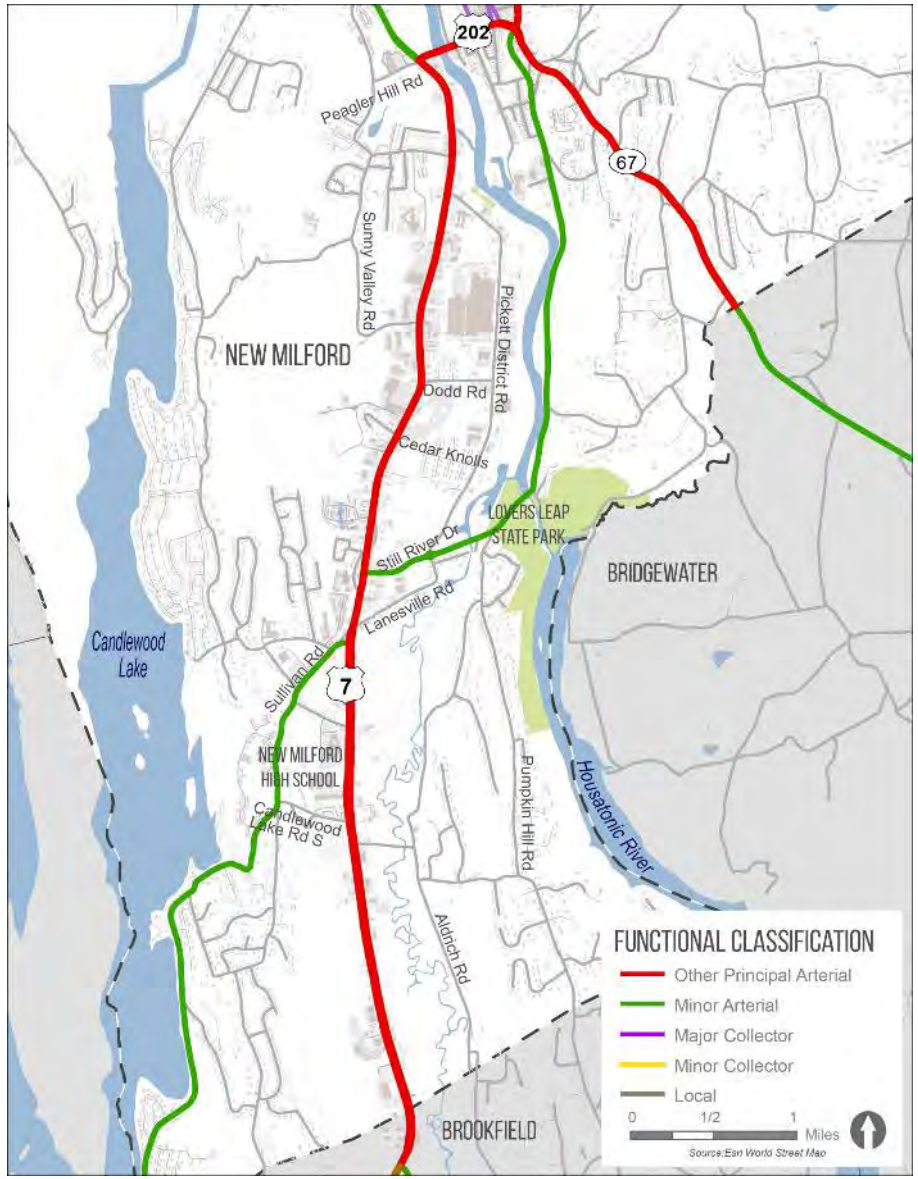
- 40 MPH speed limit through ought most of the corridor
- 45 MPH just north of the Brookfield town line
- South of New Milford High School over 250+ vehicles per day traveling in at speeds above 75 MPH



FUNCTIONAL CLASSIFICATION

- Route 7 is a Principal Arterial – provide for high traffic volumes at greater trip lengths

- Minor arterials intersect Route 7 - provide lower travel speeds, accommodate shorter trips and distances and lower traffic volumes but provide more access to property.



ROADWAY GEOMETRY

New Milford - RSA - Route 7
Street Inventory

Road	From	To	Distance	Functional Classification	Speed Limit	Direction	Lanes	Lane Width	Sidewalk Type	Sidewalk Width	Sidewalk Condtion	ADA Ramps Present	ADA Ramps Compliant	Curb	Parking	Shoulder	On DOT Bike Network	Notes
U.S. Route 7 (Danbury Rd)	517 Danbury Rd	0.17 Mi north of Candlewood Lake Rd	0.57 Mi	Principal Arterial	45	NB	2	12'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	4'	No	
						SB	2	12'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	4'	No	25' median typical
U.S. Route 7 (Danbury Rd)	0.17 Mi north of Candlewood Lake Rd	0.09 Mi north of Larson Rd	0.40 Mi	Principal Arterial	35	NB	2	12'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	4'	No	SB sidewalk present for 0.09 Mi (Cumberland Farms)
						SB	2	12'	Concrete	5'	Good	Yes	Yes	Asphalt	No	4'	No	20' median typical
U.S. Route 7 (Danbury Rd)	0.09 Mi north of Larson Rd	0.23 Mi south of Lanesville Rd	0.15 Mi	Principal Arterial	45	NB	2	12'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	4'	No	
						SB	2	12'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	4'	No	20' median typical
U.S. Route 7 (Danbury Rd)	0.23 Mi south of Lanesville Rd	0.21 Mi north of Sunny Valley Rd (N Junction)	2.75 Mi	Principal Arterial	40	NB	2	11-12'	Concrete	5'	Good	Varies	Varies	Asphalt	No	4'	No	NB sidewalk present for 0.63 miles in 5 segments
						SB	2	11-12'	Concrete	4'	Good	Varies	Varies	Asphalt	No	4'	No	SB sidewalk present for 0.23 miles in 3 segments
																		Undivided
U.S. Route 7 (Danbury Rd)	0.21 Mi north of Sunny Valley Rd (N Junction)	Intersection of Bridge St	0.32 Mi	Principal Arterial	35	NB	2	11'	N/A	N/A	N/A	N/A	N/A	Asphalt	No	1-6'	No	SB sidewalk present for 0.02 Mi (Soho Pizza)
						SB	2	11'	Concrete	5'	Good	No	N/A	Asphalt	No	2-6'	No	Undivided

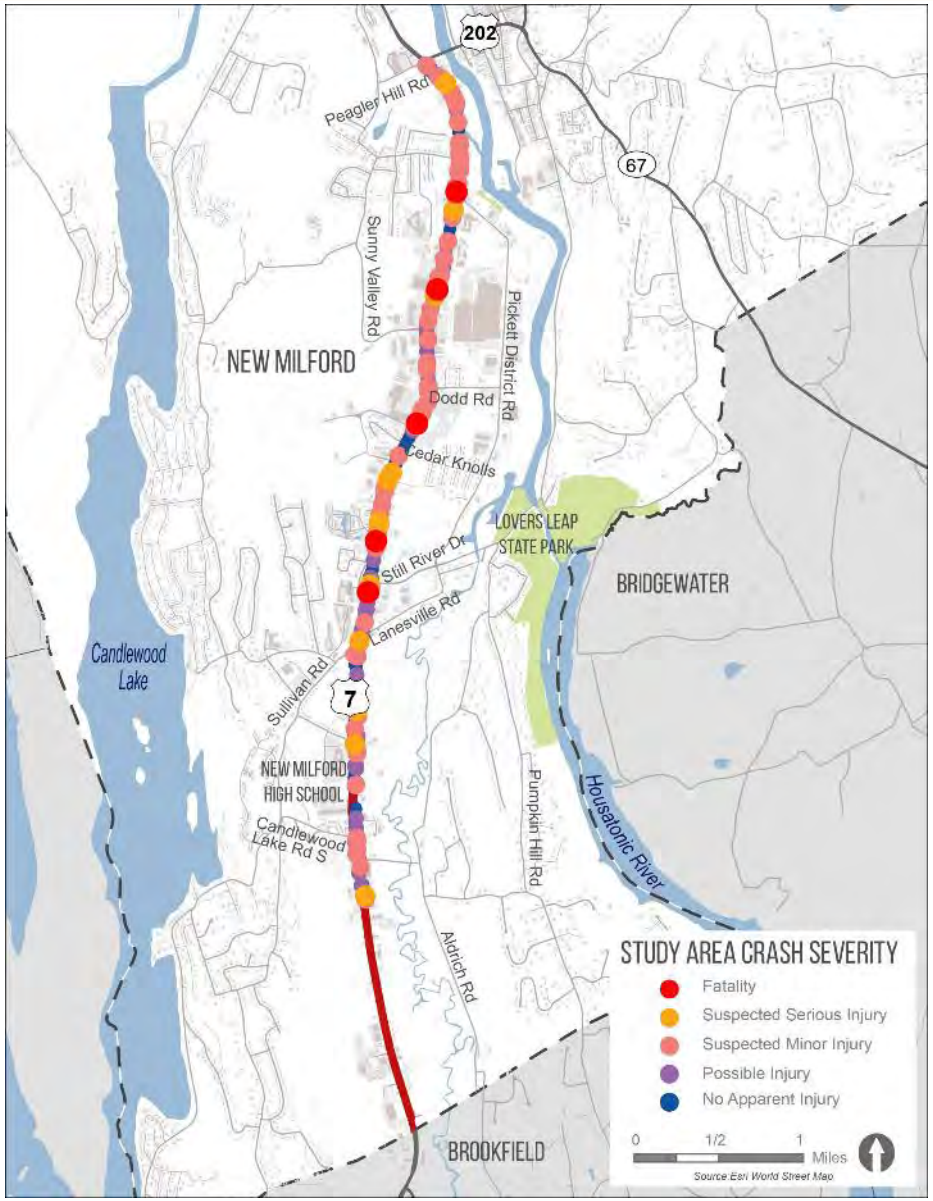
*CONDITION - "Good" is Serviceable Condition that meets current design standards. "Fair" is generally serviceable, but may need minor repairs, or may not completely align with current design standards. "Poor" is not serviceable, and generally inadequate for continued long-term use.

Highlighted cells indicate values which may warrant further investigation

CRASH ANALYSIS

2018 - 2022

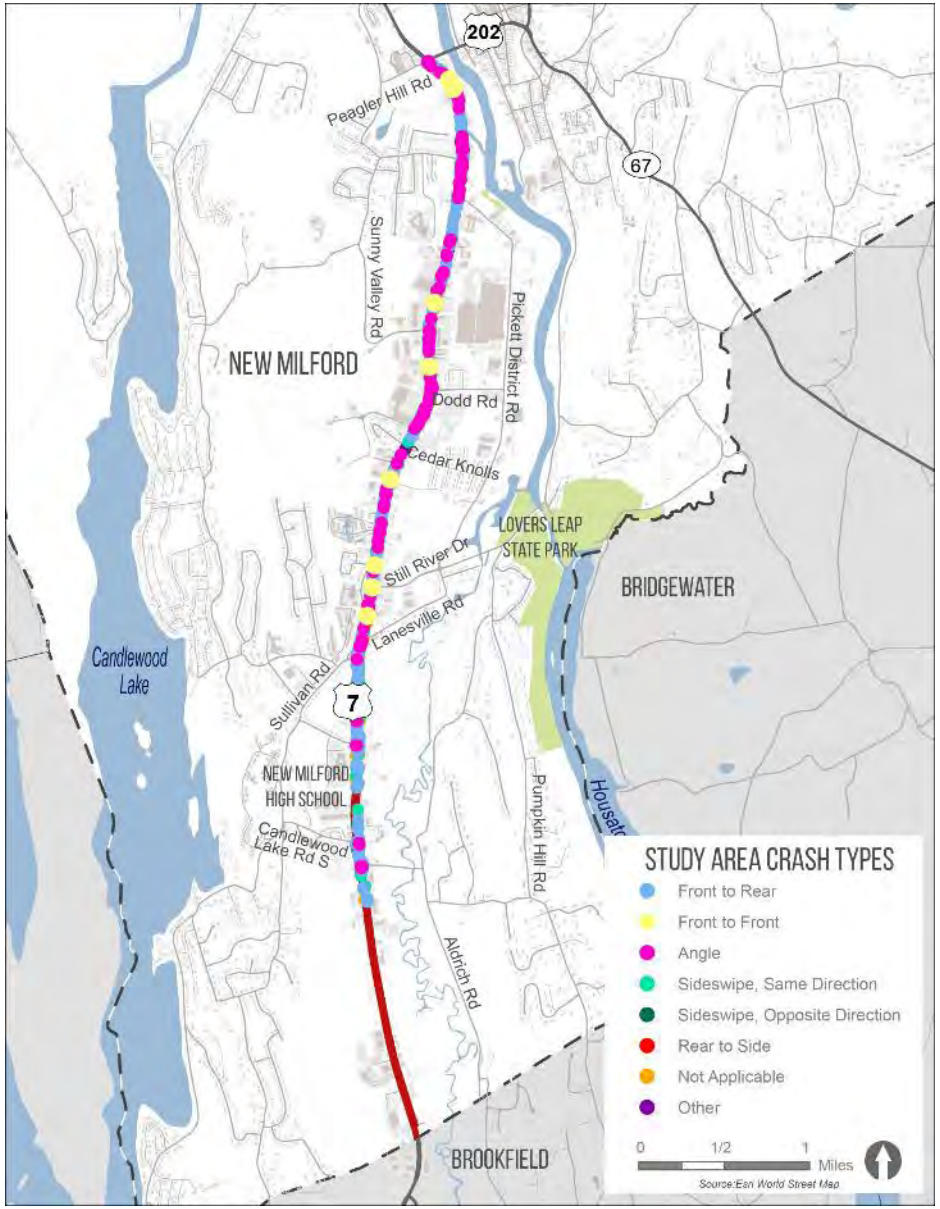
Year	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
2018		1	18	30	123	**172**
2019	1	2	21	29	116	**169**
2020		5	20	14	85	**124**
2021	1	1	26	17	105	**150**
2022	3	3	11	23	117	**157**
TOTAL	**5**	**12**	**96**	**113**	**546**	**772**



CRASH ANALYSIS

2018 - 2022

	Crash Severity					
	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	**TOTAL**
Angle	1	3	32	24	140	200
Front to front		2	2	1	3	8
Front to rear		4	39	68	266	377
Sideswipe, opposite direction			2	3	5	10
Sideswipe, same direction			6	9	92	107
Rear to Side					2	2
Rear to Rear						0
Not Applicable	4	3	14	4	30	55
Unknown					3	3
Other			1	4	5	10
TOTAL	5	12	96	113	546	772
Crashes Involving Pedestrians	3	2	1	1	1	8
Crashes Involving Bicyclists					1	1



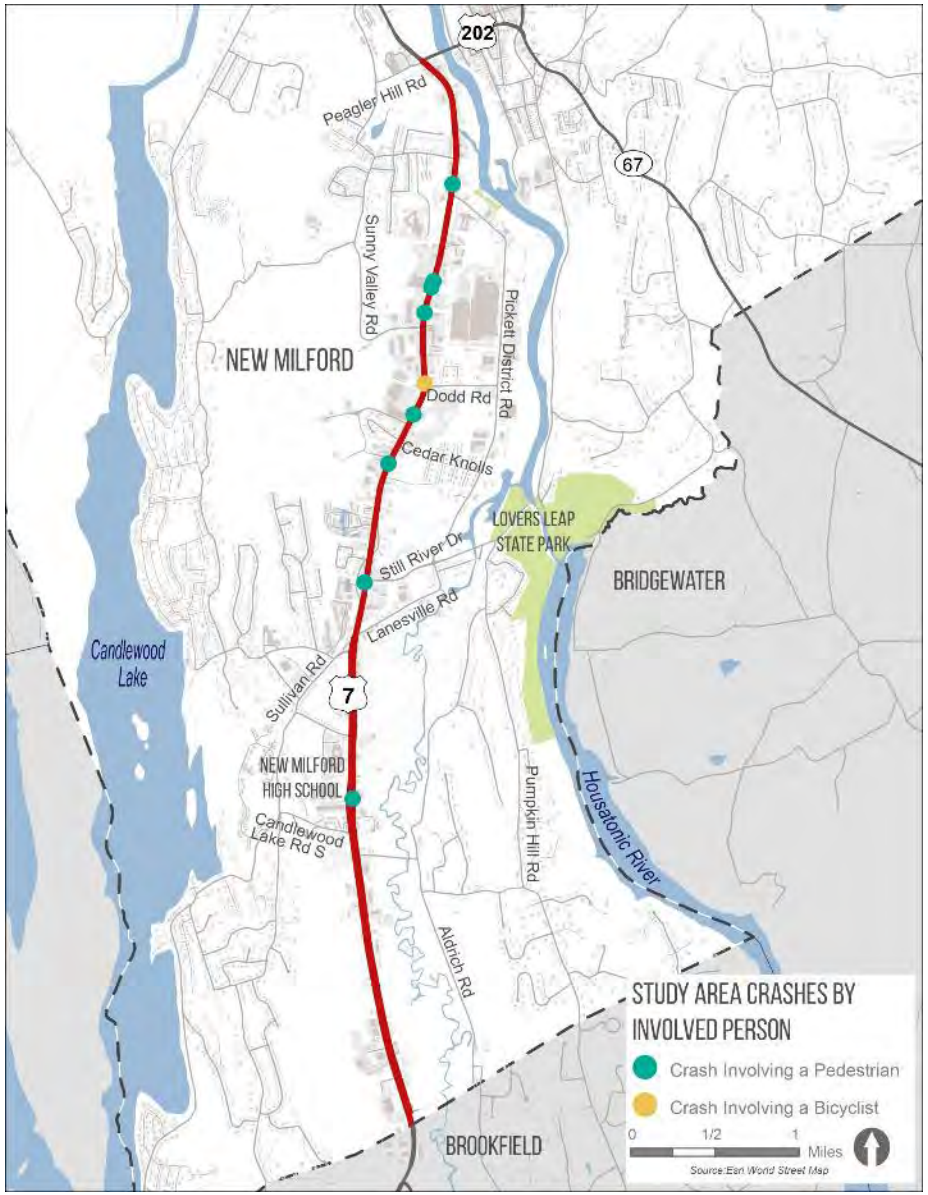
CRASH ANALYSIS

2018 - 2022

Crash Severity

	Fatality	Serious Injury	Minor Injury	Possible Injury	Property Damage Only	TOTAL
Angle	1	3	32	24	140	200
Front to front		2	2	1	3	8
Front to rear		4	39	68	266	377
Sideswipe, opposite direction			2	3	5	10
Sideswipe, same direction			6	9	92	107
Rear to Side					2	2
Rear to Rear						0
Not Applicable	4	3	14	4	30	55
Unknown					3	3
Other			1	4	5	10
TOTAL	5	12	96	113	546	772
Crashes Involving Pedestrians	3	2	1	1	1	8
Crashes Involving Bicyclists					1	1

Pedestrian	Not Applicable	Clear	null	Dusk
Pedestrian	Not Applicable	Clear	Not Applicable	Dark-Lighted
Pedestrian	Not Applicable	Clear	null	Dark-Not Lighted
Pedalcycle/Pedalcyclist	Not Applicable	Clear	Not Applicable	Dark-Not Lighted
Pedestrian	Not Applicable	Clear	Not Applicable	Dark-Not Lighted
Overturn/Rollover	Not Applicable	Clear	Not Applicable	Dark-Not Lighted
Pedestrian	Not Applicable	Clear	Not Applicable	Dark-Not Lighted

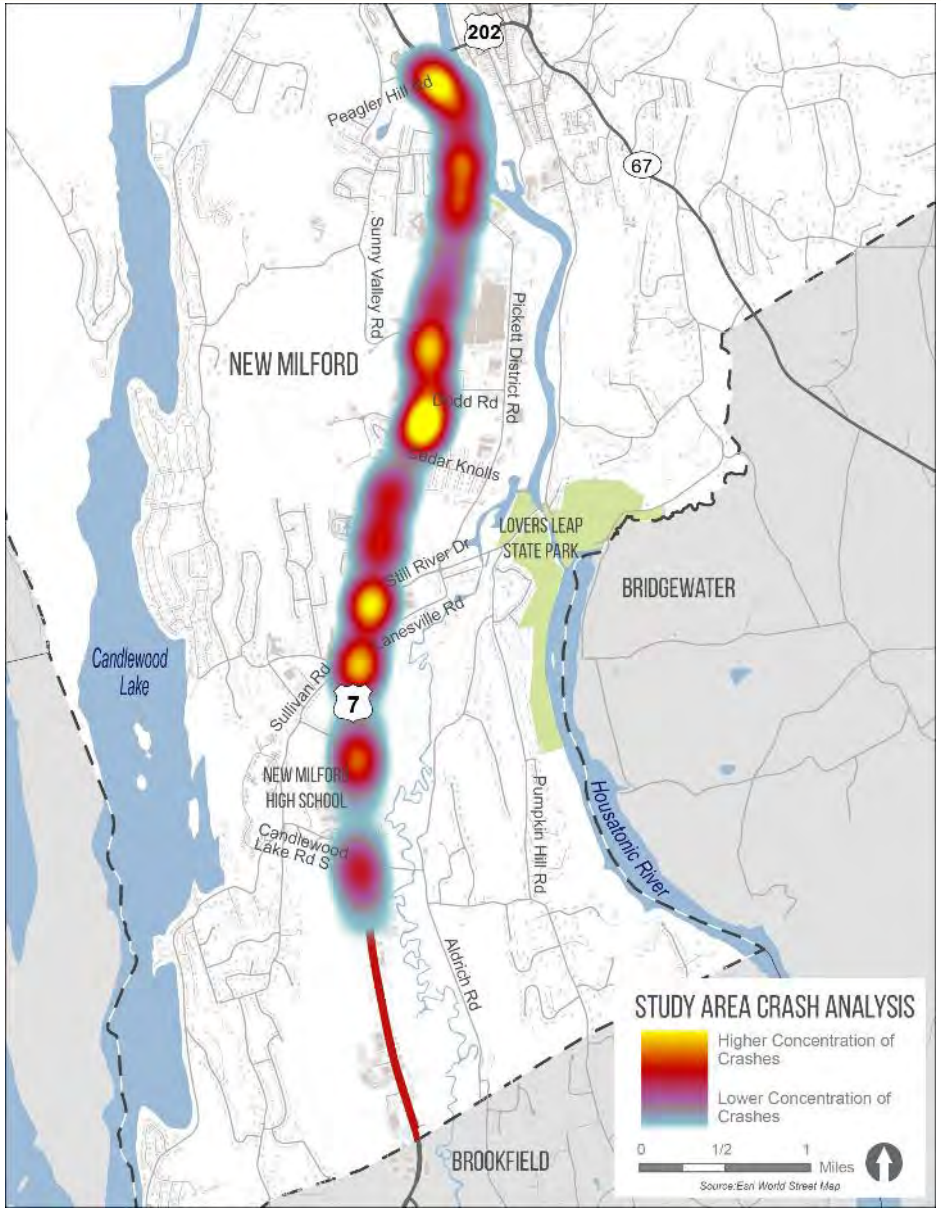


CRASH ANALYSIS

Crash Hotspots
(5 Year Crash Total approx.)

772 Crashes Total

Top 3 locations include:
- Veteran's Memorial Bridge
- New Milford Plaza/Dodd Rd
- Still River Dr



EXISTING CONDITIONS FINDINGS

Route 7 Danbury Rd (Rt. 7/US-202) to Veteran’s Memorial Bridge

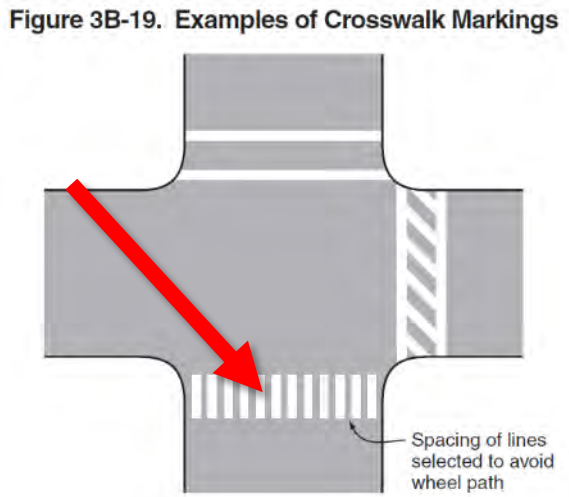
- Regional and local traffic – Route 7 to I-84 and 202
- Access to points north and south
- Regional Shopping area
- High speeds, high traffic volumes, high crash activity

SAMPLE IMPROVEMENTS TO IMPROVE SAFETY IN THE STUDY AREA

Some countermeasures may not be appropriate on certain facilities

PEDESTRIAN COUNTER MEASURES

Sidewalks



Crosswalks

RRFB

Pedestrian Refuge Islands

Pedestrian Bridges

Sidepaths

BICYCLIST COUNTER MEASURES

Bike Lanes

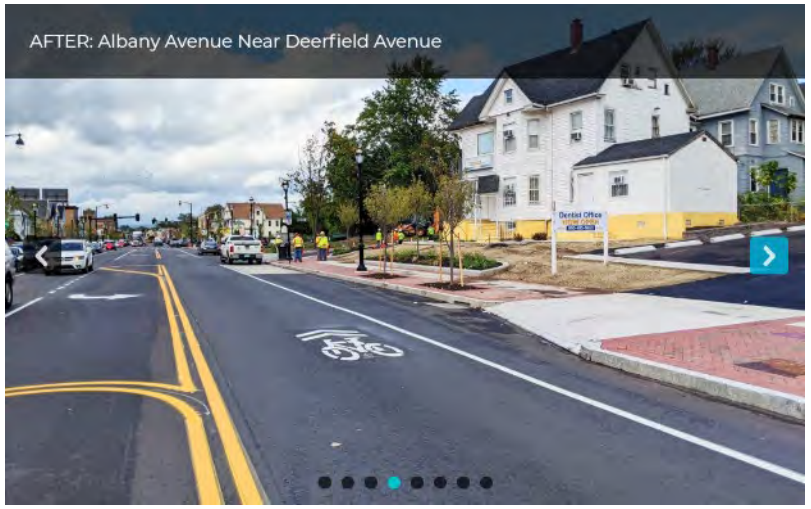
Sidepaths

Buffered Bike Lanes

SPEED REDUCTION – CROSS SECTION AND OTHER

Lane Narrowing

Street Trees



Streetscape

Median Island

Dynamic Speed Signs

SPEED REDUCTION – HORIZONTAL TREATMENTS

Short Medians /
Lateral Shift

Roundabouts

LEFT TURN TREATMENTS

Left turn lanes

Protected left turns

Medians

Jughandles

Roundabouts

DISCUSSION ON ISSUES IN THE STUDY AREA AND OPPORTUNITIES

TOMORROW'S WALK AUDIT

- Review safety protocols, reflective vests, etc.
- Meeting Location- John Pettibone Community Center
- Walk the Study Area corridor and assess existing conditions and identify areas for improvement
- Post Audit discussion immediately following

THANK YOU!

Route 7 Corridor – New Milford Road Safety Audit (RSA)

Site Walk / Visit

New Milford, CT

Wednesday, March 27th, 2024

AGENDA

1. **Welcome and Introductions**

2. **Route Review**

3. **Safety Reminders**

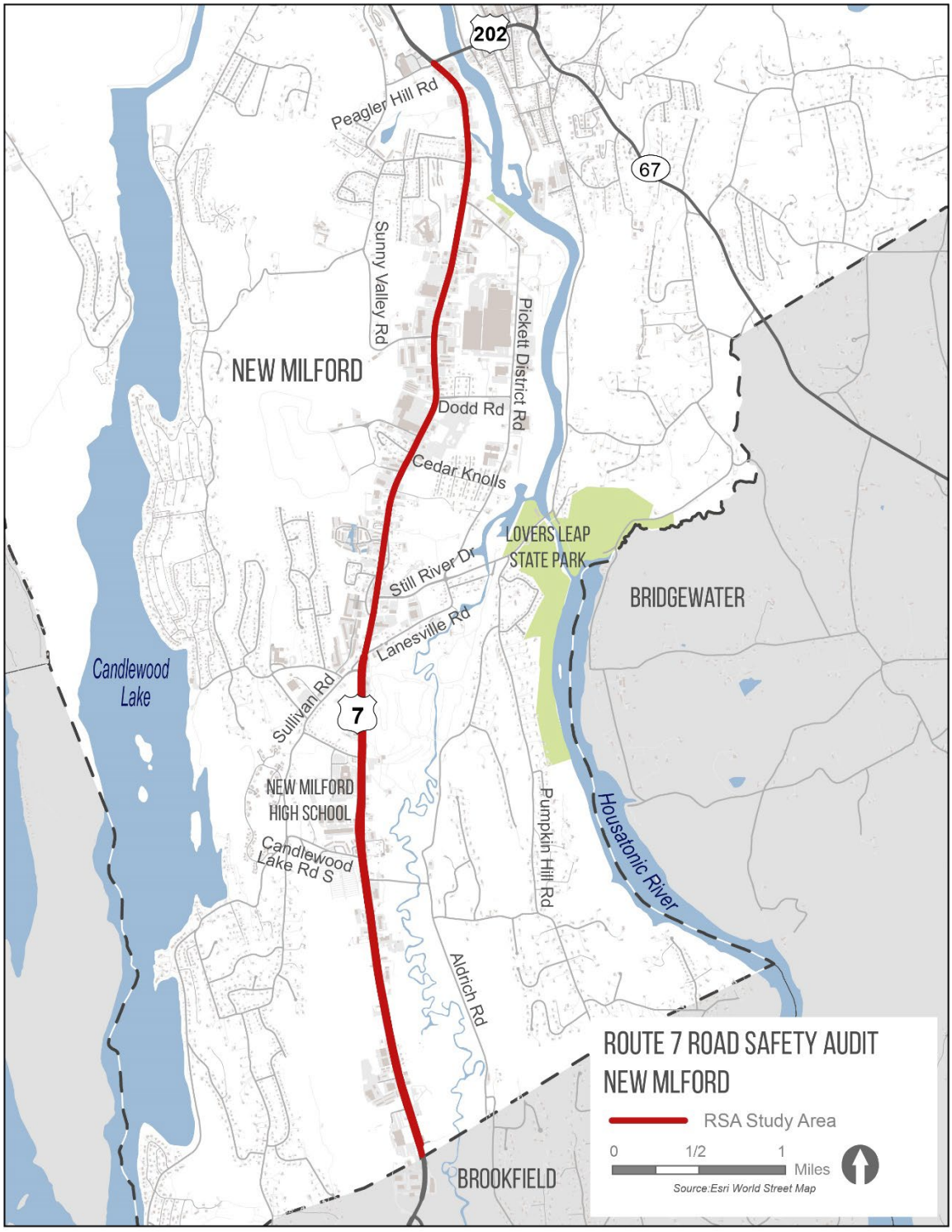
4. **Site Walk**
   - Distribute and discuss field packets
     - Suggestions for adding feedback
   - Identify issues and improvement opportunities (all participants)

5. **Post-Audit Recap**
   - Discuss observations and potential improvements
   - Next steps

Participant Expectations

All participants should plan to be actively involved during the entire RSA process. Participants are encouraged to share their ideas, concerns, and comments with the study team at the pre-audit meeting and during the site visit. In addition, after the RSA site visit, participants will be asked to review and comment on the draft report to assure it is reflective of the RSA completed by the multidisciplinary team. Stakeholders' opinions are key elements to the success of the RSA.

Overall Study Area



RSA Field Sheet

Location 1: RT 7 at Veteran's Memorial Bridge

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

Image Credit: Google Earth Pro, accessed on March 18th, 2024

Notes:

1) _____
2) _____
3) _____
4) _____
5) _____
6) _____
7) _____
8) _____
9) _____
10) _____
11) _____
12) _____

RSA Field Sheet
Location 2: RT 7 at Sunny Valley Road

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

Image Credit: Google Earth Pro, accessed on March 18th, 2024

Notes:

1) _____
2) _____
3) _____
4) _____
5) _____
6) _____
7) _____
8) _____
9) _____
10) _____
11) _____
12) _____

RSA Field Sheet
Location 3: RT 7 at New Milford Plaza

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

Image Credit: Google Earth Pro, accessed on March 18th, 2024

Notes:

1) _____
2) _____
3) _____
4) _____
5) _____
6) _____
7) _____
8) _____
9) _____
10) _____
11) _____
12) _____

RSA Field Sheet
Location 4: RT 7 at Still River Drive

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

Image Credit: Google Earth Pro, accessed on March 18th, 2024

Notes:

1) _____
2) _____
3) _____
4) _____
5) _____
6) _____
7) _____
8) _____
9) _____
10) _____
11) _____
12) _____

RSA Field Sheet
Location 5: RT 7 at New Milford High School

For each noteworthy feature that you observe along the walking route, write a number at the location on the map below. Write a brief description of your observation for that number under the Notes section. See the attached RSA Field Considerations list for suggested items to observe.

Image Credit: Google Earth Pro, accessed on March 18th, 2024

Notes:

1) _____
2) _____
3) _____
4) _____
5) _____
6) _____
7) _____
8) _____
9) _____
10) _____
11) _____
12) _____

RSA Field Considerations

Pedestrian Facilities

- Sidewalk - width, slope, condition, drainage, obstruction
- Bus shelter - wheelchair access, boarding area
- Shared use path - width, slope, detectable warning surface

Pedestrian Crossings

- Crosswalks - marked crosswalk, striping, width
- Curb ramps - width, slope, orientation, detectable warning surface, wheelchair accessible grade
- Pedestrian signals - push button height, reach distance
- Crossing time
- Signage
- Sight distance
- Pavement marking
- Refuge island - width, slope, detectable warning surface

Pedestrian Accommodations

- Illumination
- Amenities - benches, trash receptacles

Bicycle Accommodations

- Bicycle facility / design
- Separation from traffic
- Roadway speed limit
- Traffic volume
- Truck / heavy vehicle %
- On-street parking conflict
- Pedestrian conflict
- Visibility
- Bicycle signage / marking
- Shared lane width
- Shoulder condition / width
- Pavement condition
- Debris

Road Facilities

- Access point
- Drainage
- Taper / lane shift
- Roadside clear zone / slope
- Guide rail / barrier
- Capacity issue
- Curbing

Road Surface Condition

- Pavement - roughness or rutting, potholes, loose material
- Edge drop-off
- Drainage

Intersections

- Geometry
- Sight distance
- Traffic control device
- Turning vehicle storage
- Through vehicle bypass width

Signals

- Visibility
- Sight distance
- Operation
- Equipment placement
- Lane capacity

Signage

- MUTCD complaint
- Visibility / placement
- Retro-reflectivity
- Clear / consistent messaging

Pavement Markings

- MUTCD compliant
- Visibility
- Condition
- Snow storage
- Edgeline

Driver Behavior

- Speed limit compliance
- Safe passing
- Distraction
- Unaware of pedestrians / cyclists
- Sight distance

Miscellaneous

- Landscaping / vegetation
- Seasonal events
- Weather impacts

New Milford Notes

- RT 7 at Veteran's Memorial Bridge:
    - Lack of consistent/continuous crosswalks, what few are unprotected
    - No sidewalks
    - High speeds, especially when traveling northward to make it thru the light
    - Parking for businesses is often right up to Route 7
    - Many curb cuts in this area
    - No pedestrian scale lighting
    - Traffic backs up across the bridge and thru the intersection at peak travel times
    - Median islands can be maintained to be more pedestrian friendly (clear debris)
- RT 7 at Sunny Valley Road:
    - No bike/ped infrastructure, sidewalks or crosswalks
    - No lighting, visibility at night is a challenge
    - Hard to see pedestrian crossing buttons, no signage so difficult to tell they are there
    - Bus stop has no amenities, or ADA, it's just a sign
- RT 7 at New Milford Plaza:
    - No pedestrian scale lighting
    - High speeds, especially southbound (downhill)
    - Narrow sidewalk in front of parking on west side of RT 7 – doesn't continue beyond the plaza
- RT 7 at Willow Springs Condominiums:
    - Residential condos, private driveway
    - RT 7 was widened in this location, now challenging for residents to make left turns out of the condo driveway
    - Consider traffic light assessment
- RT 7 at Still River Drive:
    - No crosswalks or sidewalks
    - Bus stop located at crest of the hill, challenging to see
    - No pedestrian scale lighting
- RT 7 at New Milford High School:
    - High speeds – excessively high
    - No crosswalks or sidewalks
    - Grass center median gives a false sense of security
    - Pedestrian crossing light is not highly visible, no signage
    - No pedestrian scale lighting
    - Students often walking in this area

Protected only left turn phasing – moderate recommendation

Horizontal treatment – pedestrian refuge islands